Gen. Bage Office S.P.Co.
NOV 18 1896
San Francisco.

314-2

# SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

33

# TIME TABLE No. ~~32~~

1/1/1897

FOR THE

# WESTERN DIVISION.

TO TAKE EFFECT THURSDAY, NOV. 19, 1896, AT 12.05 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this schedule as circumstances may require.

J. KRUTTSCHNITT,
*General Manager.*

J. A. FILLMORE,
*Manager.*

G. F. RICHARDSON,
*Master of Transportation.*

A. D. WILDER,
*Superintendent.*

J. H. THOMPSON,
*Asst. Superintendent.*

# WESTERN DIVISION: San Francisco and Port Costa.

## FROM SAN FRANCISCO.

### TIME TABLE No. 32, Nov. 19, 1896.

| Third Class. | | | | | | Second Class. | First Class. | | | | | | | | | | DISTANCE FROM SAN FRANCISCO. | STATIONS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31 Oregon Freight. | 29 Sacramento Way Freight. | 27 Freight. | 25 Tracy Way Freight. | 21 Freight. | 7 C. P. Through Freight. | 23 Sunset Freight Limited. | 1001 Sunset Limited. | 35 San Ramon, Calistoga & Santa Rosa Passenger. | 33 San Ramon, Calistoga & Santa Rosa Passenger. | 19 S. P. Atlantic Express. | 17 Los Angeles Express. | 15 Oregon Express. | 13 Sacramento and Oroville Passenger. | 11 Port Costa Passenger. | 3 C. P. Atlantic Express. | 1 C. P. Atlantic Express. | | |
| Daily. | Daily. Ex. Sun. | Daily. | Daily. Ex. Sun. | Daily. | Daily. | Daily. | Tuesday and Saturday. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Saturday Only. | Daily. | Daily. | | |
| ....... | ....... | ....... | ....... | ....... | ....... | ....... | P M LV<br>10.05 | P M LV<br>4.00 | A M LV<br>7.30 | A M LV<br>9.00 | P M LV<br>4.30 | P M LV<br>7.00 | P M LV<br>4.00 | P M LV<br>1.30 | P M LV<br>6.00 | A M LV<br>7.00 | 0.00 | .dn. **SAN FRANCISCO**..<br>4.50 |
| ....... | ....... | ....... | ....... | ....... | ....... | ....... | s 10.32 | s 4.28 | s 7.58 | s 9.30 | s 5.03 | s 7.30 | s 4.32 | s 1.55 | s 6.33 | s 7.33 | 4.50 | .dn. **OAKLAND PIER**...<br>1.39 |
| P M LV<br>8.00 | A M LV<br>7.35 | P M LV<br>9.45 | A M LV<br>6.30 | A M LV<br>4.30 | P M LV<br>11.00 | A M LV<br>2.00 | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | 5.89 | .dn. West Oakland...... W.<br>0.60 |
| 8.10 | 7.45 | 9.55 | 6.40 | 4.40 | 11.10 | 2.10 | s 10.37 | s 4.34 | s 8.04 | s 9.37 | s 5.10 | s 7.36 | s 4.38 | s 2.01 | s 6.40 | s 7.41 | 6.49 | .d.. Oakland............<br>2.26 |
| 8.18 | **8 08** | 10.02 | 7.00 | 4.48 | 11.17 | 2.17 | 10.41 | 4.38 | **8 08** | 9.42 | 5.15 | 7.41 | 4.44 | 2.05 | 6.45 | 7.46 | 8.75 | .d. Stock Yards........<br>1.67 |
| 8.23 | 8.22 | 10.07 | 7.15 | 4.53 | 11.22 | 2.22 | 10.44 | 4.41 | 8.11 | 9.46 | 5.18 | 7.44 | 4.48 | 2.09 | 6.48 | 7.49 | 10.42 | .d.. West Berkeley........<br>2.35 |
| ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | f | ....... | ....... | f | ....... | ....... | ....... | 12.77 | .... Point Isabel.. (No siding).<br>1.15 |
| 8.33 | 8.44 | 10.17 | **7.57** | 5.05 | 11.33 | 2.33 | 10.50 | 4.46 | s 8.19 | ‡ 9.53 | 5.24 | 7.50 | s 4.56 | s 2.17 | 6.53 | f **7.57** | 13.92 | .d.. Stege...............<br>3.67 |
| 8.45 | 9.08 | 10.28 | **8.28** | 5.16 | 11.45 | 2.44 | 10.55 | 4.52 | s **8.28** | f 10.00 | 5.30 | 7.56 | s 5.05 | s 2.25 | 6.59 | f 8.04 | 17.59 | .dn. San Pablo......... W.<br>3.23 |
| 8.55 | 9.28 | 10.37 | 8.52 | 5.27 | 11.55 | 2.54 | 11.00 | 4.57 | f 8.37 | 10.06 | 5.36 | 8.02 | 5.12 | f 2.32 | 7.04 | 8.10 | 20.82 | .... Sobrante...........<br>3.20 |
| 9.05 | 9.50 | 10.47 | 9.13 | 5.37 | A M<br>12.05 | 3.04 | 11.05 | 5.02 | s 8.44 | f 10.13 | 5.41 | ¶ 8.07 | s 5.20 | s 2.40 | 7.09 | f 8.16 | 24.02 | .d.. Pinole..............<br>2.44 |
| 9.12 | **10.18** | 10.53 | 9.30 | 5.45 | 12.13 | 3.12 | 11.09 | 5.07 | s 8.52 | **‡10.18** | 5.45 | 8.12 | s 5.26 | s 2.46 | 7.13 | f 8.21 | 26.46 | .d.. Rodeo..............<br>2.08 |
| 9.18 | 10.33 | **11.12** | 9.43 | 5.51 | 12.18 | 3.18 | **11.12** | 5.10 | 8.55 | 10.22 | 5.48 | 8.15 | f 5.30 | f 2.50 | 7.16 | 8.24 | 28.54 | .... Selby...............<br>0.47 |
| 9.20 | 10.38 | 11.19 | 9.47 | 5.53 | 12.20 | 3.20 | 11.13 | s 5.18 | s 9.05 | s 10.23 | 5.49 | ★ 8.17 | s 5.32 | s 2.51 | 7.17 | s 8.26 | 29.01 | .d.. **VALLEJO JUNCT.**<br>0.96 |
| 9.23 | 10.45 | 11.23 | 9.55 | 5.57 | 12.23 | 3.23 | 11.15 | s 5.21 | s 9.08 | 10.25 | † 5.51 | 8.19 | s 5.36 | s 2.53 | 7.19 | 8.28 | 29.97 | .d.. Crockett...........<br>2.20 |
| 9.30 | 11.00 | 11.33 | 10.20 | 6.06 | 12.30 | 3.30 | s 11.20 | s 5.28 | s 9.15 | s 10.30 | s 6.00 | s 8.25 | s 5.45 | s 3.00 | s 7.23 | s 8.35 | 32.17 | .dn. **PORT COSTA**... W. |
| P M AR | A M AR | P M AR | A M AR | A M AR | A M AR | A M AR | P M AR | P M AR | A M AR | A M AR | P M AR | P M AR | P M AR | P M AR | P M AR | A M AR | | |
| Daily. | Daily. Ex. Sun. | Daily. | Daily. Ex. Sun. | Daily. | Daily. | Daily. | Tuesday and Saturday. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Saturday Only. | Daily. | Daily. | | |

¶ No. 15 will stop on signal Sunday only.
★ No. 15 will stop at Vallejo Junction on Sunday to let off passengers for Vallejo.
‡ No. 19 will stop on signal Sunday only.
† No. 17 will stop at Crockett on signal to let off passengers.

***Trains will stop as follows:***

At Fleming, Nos. 11, 13 and 33 on signal.
At Barrett, Nos. 11, 13 and 33 on signal.
At Giant, Nos. 11, 13 and 33 on signal.
At Eckleys, Nos. 11 and 35 on signal.

**Train No. 31 will do the meat work from Rodeo to Port Costa and the Benicia line.**
**Note carefully that Train No. 11 runs on Saturday only.**
**Note carefully that Train No. 1001 leaves San Francisco on Tuesday and Saturday only.**

# WESTERN DIVISION: San Francisco and Port Costa.

| TIME TABLE No. 32, Nov. 19, 1896. | DISTANCE FROM PORT COSTA. | TOWARD SAN FRANCISCO. | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | First Class. | | | | | | | | | | | Second Class. | | Third Class. | | | | | | |
| STATIONS. | | 2 | 4 | 12 | 14 | 16 | 18 | 20 | 34 | 36 | 1000 | | 24 | 32 | 8 | 26 | 28 | 30 | | | |
| | | C. P. Pacific Express. | C. P. Pacific Express. | Vallejo Passenger. | Sacramento & Redding Passenger. | Oregon Express. | Los Angeles Express. | S. P. Pacific Express. | Santa Rosa, Calistoga & San Ramon Passenger. | Santa Rosa, Calistoga & San Ramon Passenger. | Sunset Limited. | | Steamer Freight Limited. | Oregon Freight. | Freight. | Tracy Way Freight. | Freight. | Sacramento Way Freight. | | | |
| | | Daily. | Daily. | Saturday Only. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Thursday and Sunday. | | Daily. | Daily. | Daily. | Daily. Ex. Sun. | Daily. | Daily. Ex. Sun. | | | |
| | | P M AR | A M AR | P M AR | P M AR | A M AR | A M AR | P M AR | P M AR | A M AR | P M AR | | | | | | | | | | |
| dn. **SAN FRANCISCO**<br>4.50 | 32.17 | 8.45 | 9.45 | 7.45 | 6.45 | 11.15 | 10.45 | 4.45 | 6.15 | 9.15 | 12.45 | | | | | | | | | | |
| dn. **OAKLAND PIER**<br>1.39 | 27.67 | s 8.10 | s 9.20 | s 7.20 | s 6.20 | s 10.50 | s 10.10 | s 4.15 | s 5.50 | s 8.50 | s 12.15 | | | | | | | | | | |
| dn. West Oakland W.<br>0.60 | 26.28 | | | | | | | | | | | | A M AR<br>12.55 | A M AR<br>12.40 | A M AR<br>4.50 | P M AR<br>5.00 | A M AR<br>5.00 | P M AR<br>5.40 | | | |
| d. Oakland<br>2.26 | 25.68 | s 8.04 | s 9.13 | s 7.14 | s 6.14 | s 10.44 | s 10.04 | s 4.09 | s 5.45 | s 8.45 | s 12.10 | | 12.45 | 12.30 | 4.40 | 4.50 | 4.50 | 5.30 | | | |
| d. Stock Yards<br>1.67 | 23.42 | 7.59 | 9.08 | 7.09 | 6.08 | 10.38 | s 9.58 | 4.03 | 5.40 | 8.40 | 12.06 | | 12.37 | 12.22 | 4.32 | 4.30 | 4.42 | 5.13 | | | |
| d. West Berkeley<br>2.35 | 21.75 | 7.56 | 9.05 | 7.06 | 6.04 | 10.34 | 9.54 | **4.00** | 5.37 | 8.37 | 12.03<br>P M | | 12.32 | 12.17 | 4.27 | **4.00** | 4.37 | 5.02 | | | |
| Point Isabel (No siding)<br>1.15 | 19.40 | | | | f | | | f | | | | | | | | | | | | | |
| d. Stege<br>3.67 | 18.25 | 7.50 | 8.59 | f 6.58 | s 5.57 | 10.28 | 9.47 | 3.52 | 5.32 | s 8.30 | 11.58 | | 12.22 | 12.07 | 4.15 | 3.24 | 4.28 | 4.37 | | | |
| dn. San Pablo W.<br>3.23 | 14.58 | 7.44 | 8.52 | f 6.52 | s 5.49 | 10.22 | 9.39 | f 3.45 | 5.27 | s 8.23 | 11.53 | | 12.10 | A M<br>11.55 | 4.02 | 3.00 | 4.15 | 4.10 | | | |
| Sobrante<br>3.20 | 11.35 | 7.39 | 8.46 | 6.46 | 5.42 | 10.16 | 9.32 | f **3.37** | 5.23 | 8.17 | 11.48 | | 12.01 | 11.45 | 3.52 | 2.42 | 4.05 | **3.37** | | | |
| d. Pinole<br>2.44 | 8.15 | 7.34 | 8.41 | f 6.40 | s 5.34 | 10.10 | 9.26 | f 3.30 | 5.18 | s 8.12 | 11.44 | | A M<br>11.51 | 11.35 | 3.42 | 2.24 | 3.55 | 2.58 | | | |
| d. Rodeo<br>2.08 | 5.71 | 7.30 | s 8.36 | f 6.35 | s 5.28 | 10.05 | 9.21 | f 3.23 | 5.14 | 8.06 | 11.40 | | 11.43 | 11.27 | 3.33 | 2.12 | 3.48 | 2.40 | | | |
| Selby<br>0.47 | 3.63 | 7.27 | 8.32 | 6.31 | f 5.25 | 10.02 | 9.17 | 3.18 | 5.11 | 8.03 | 11.37 | | 11.37 | 11.21 | 3.27 | 2.00 | 3.42 | 2.25 | | | |
| d. **VALLEJO JUNCT.**<br>0.96 | 3.16 | 7.26 | s 8.30 | s 6.30 | s 5.23 | s 10.01 | 9.16 | s 3.17 | s 5.10 | s 8.02 | 11.36 | | 11.35 | 11.19 | 3.25 | 1.57 | 3.40 | 2.15 | | | |
| d. Crockett<br>2.20 | 2.20 | 7.24 | 8.28 | f 6.25 | f 5.21 | f 9.59 | 9.14 | 3.15 | s 5.00 | s 7.55 | 11.34 | | 11.32 | 11.16 | 3.22 | 1.52 | 3.37 | 2.08 | | | |
| dn. **PORT COSTA** W. | 0.00 | 7.20 | 8.23 | 6.20 | 5.17 | 9.55 | 9.10 | 3.10 | 4.55 | 7.50 | 11.30 | | 11.25 | 11.10 | 3.15 | 1.40 | 3.30 | 1.55 | | | |
| | | P M LV | A M LV | P M LV | P M LV | A M LV | A M LV | P M LV | P M LV | A M LV | A M LV | | P M LV | P M LV | A M LV | P M LV | A M LV | P M LV | | | |
| | | Daily. | Daily. | Saturday Only. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Thursday and Sunday. | | Daily. | Daily. | Daily. | Daily. Ex. Sun. | Daily. | Daily. Ex. Sun. | | | |

*Trains will stop as follows:*

At Fleming, Nos. 14 and 18 on signal.
At Barrett, Nos. 14 and 18 on signal.
At Giant, Nos. 14 and 18 on signal.
At Eckleys, Nos. 12 and 36 on signal.

**Train No. 30 will take freight from points between Port Costa and San Pablo, and No. 26 from points west of San Pablo.**
**Note carefully that Train No. 12 runs on Saturday only.**
**Note carefully that Train No. 1000 leaves Mendota on Thursday and Sunday only.**

# WESTERN DIVISION: Port Costa and Sacramento.

## FROM SAN FRANCISCO.

| Third Class. | | | | | | | Second Class. | | | | First Class. | | | | | | | | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 32, Nov. 19, 1896. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 31 | 29 | 7 | | 73 | 71 | 9 | | 69 | 67 | 65 | 15 | 13 | 3 | 1 | | |
| | | | | Oregon Freight. | Sacramento Way Freight. | C. P. Through Freight. | | Oregon Passenger and Freight. | Red Bluff Passenger and Freight. | Fruit. | | Redding Passenger. | Oroville Passenger. | Oroville Passenger. | Oregon Express. | Sacramento & Oroville Passenger. | C. P. Atlantic Express. | C. P. Atlantic Express. | | STATIONS. |
| | | | | Daily. | Daily. Ex. Sun. | Daily. | | Daily. | Daily. Ex. Sun. | Daily. | | Daily. | Daily | Daily. | Daily. | Daily. | Daily. | Daily. | | |
| | | | | | | | | | | | | | | | PM LV<br>7.00 | PM LV<br>4.00 | PM LV<br>6.00 | AM LV<br>7.00 | 0.00 | **SAN FRANCISCO**<br>32.17 |
| | | | | Ferry. | Ferry. | Ferry. | | | | | | | | | Ferry. | Ferry. | Ferry. | Ferry. | 32.17 | .dn. **PORT COSTA** W.<br>1.08 |
| | | | | PM LV<br>**10.20** | AM LV<br>11.55 | AM LV<br>1.25 | | | | PM LV<br>5.20 | | | | | PM LV<br>8.50 | PM LV<br>6.05 | PM LV<br>7.48 | AM LV<br>9.00 | 33.25 | .dn. **BENICIA** W.<br>0.88 |
| | | | | 10.25 | 11.57 | 1.28 | | | | 5.23 | | | | | 8.52 | f 6.07 | 7.50 | f 9.02 | 34.13 | **Mail Dock**<br>0.73 |
| | | | | 10.28 | 11.59 | 1.31 | | | | 5.25 | | | | | 8.53 | f 6.09 | 7.51 | f 9.04 | 34.86 | **Army Point**<br>4.15 |
| | | | | 10.48 | PM<br>**12.25** | **1.55** | | | | 5.39 | | | | | 9.00 | f 6.20 | 7.59 | Foot-note.<br>f **9.16** | 39.01 | **Goodyears** W.<br>5.18 |
| | | | | 11.15 | 12.45 | 2.12 | | | | 5.57 | | | | | f 9.10 | f **6.33** | 8.08 | f 9.26 | 44.19 | **Teal**<br>5.31 |
| | | | | 11.43 | 1.10 | 2.30 | | | | **6.23**<br>7.25 | | | | | s **9.20** | s **6.45** | s 8.19 | s 9.39 | 49.50 | .dn. **SUISUN** W.<br>5.33 |
| | | | | AM<br>12.11 | 1.35 | 2.52 | | | | 7.44 | | | | | 9.30 | f 6.55 | 8.30 | f 9.54 | 54.83 | **Vanden**<br>1.52 |
| | | | | **12.25** | 1.43 | **3.05** | | | | 7.50 | | | | | 9.33 | f 6.59 | **8.33** | f 9.58 | 56.35 | **Cannon**<br>3.97 |
| | | | | 12.48 | 2.15 | 3.30 | | | | **8.10**<br>**8.43** | | | | | s 9.42 | s 7.08 | s **8.43** | s **10.11** | 60.32 | .dn. **ELMIRA** W.<br>4.83 |
| | | | | 1.15 | 2.37 | 3.49 | | | | 9.07 | | | | | 9.50 | s **7.18** | 8.53 | s 10.22 | 65.15 | **Batavia**<br>3.35 |
| | | | | **1.40** | 3.05 | 4.03 | | | | 9.23 | | | | | 9.56 | s 7.26 | 8.59 | s 10.30 | 68.50 | .dn. **Dixon** W.<br>4.27 |
| | | | | 2.00 | **3.32** | 4.20 | | | | 9.43 | | | | | 10.03 | f 7.35 | 9.07 | f 10.40 | 72.77 | **Tremont**<br>3.79 |
| | | | | 2.15 | 4.10 | 4.35 | | PM LV<br>**5.50** | PM LV<br>5.00 | **10.12** | | PM LV<br>**3.25** | AM LV<br>**7.43** | PM LV<br>3.35 | s **10.12** | s **7.45** | s 9.15 | s **10.55** | 76.56 | .dn. **DAVIS** W.<br>4.08 |
| | | | | 2.29 | 4.26 | 4.50 | | 6.03 | 5.15 | 10.28 | | f 3.33 | f 7.56 | f 3.43 | 10.19 | f 7.52 | 9.23 | f 11.03 | 80.64 | **Swingle** (Spur track).<br>0.80 |
| | | | | 2.32 | 4.30 | 4.53 | | 6.05 | **5.25**<br>**5.36** | 10.32 | | 3.35 | **7.58** | 3.45 | 10.20 | 7.54 | **9.25** | 11.04 | 81.44 | **Webster**<br>8.35 |
| | | | | 3.00<br>AM AR | **5.10**<br>PM AR | **5.40**<br>AM AR | | 6.30<br>PM AR | 6.05<br>PM AR | 11.00<br>PM AR | | s 3.50<br>PM AR | s 8.15<br>AM AR | s 4.00<br>PM AR | s 10.35<br>PM AR | s 8.10<br>PM AR | s 9.40<br>PM AR | s 11.20<br>AM AR | 89.79 | .dn. **SACRAMENTO** |
| | | | | Daily. | Daily. Ex. Sun. | Daily. | | Daily. | Daily. Ex. Sun. | Daily. | | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | | |
| | | | | | | 3.15<br>PM AR | | | | 11.00<br>AM AR | | | | | | | 5.00<br>AM AR | 5.00<br>PM AR | | **OGDEN** |
| | | | | 6.00<br>AM AR | | | | | | | | | | | 8.10<br>AM AR | | | | | **PORTLAND** |

*Trains will stop as follows:*

At drawbridge near Teal, Trains Nos. 1, 13 and 15 on signal.

At Espinosa, Train No. 15 on signal; also Train No. 1 on Sunday.

☞ **FOOT-NOTE.—Train No. 1 will have right of track against Train No. 16 at Goodyears until 9.20 A. M.**

# WESTERN DIVISION: Port Costa and Sacramento.

## TOWARD SAN FRANCISCO.

| TIME TABLE No. 32, Nov. 19, 1896. | DISTANCE FROM SACRAMENTO. | First Class. | | | | | | | | Second Class. | | | | Third Class. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 2 | 4 | 14 | 16 | 66 | 68 | 70 | | 32 | 72 | 74 | | 8 | 10 | 30 | | | | |
| STATIONS. | | C. P. Pacific Express. | C. P. Pacific Express. | Sacramento and Redding Passenger. | Oregon Express. | Oroville Passenger. | Oroville Passenger. | Redding Passenger. | | Oregon Freight. | Red Bluff Passenger and Freight. | Oregon Passenger and Freight. | | Freight. | Freight. | Sacramento Way Freight. | | | | |
| | | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | | Daily. | Daily. Ex. Sun. | Daily | | Daily. | Daily. | Daily. Ex. Sun. | | | | |
| ....**SAN FRANCISCO**..<br>32.17 | 89.79 | PM AR<br>8.45 | AM AR<br>9.45 | PM AR<br>6.45 | AM AR<br>11.15 | | | | | | | | | | | | | | | |
| .dn.**PORT COSTA**...W.<br>1.08 | 57.62 | Ferry.<br>PM AR | Ferry.<br>AM AR | Ferry.<br>PM AR | Ferry.<br>AM AR | | | | | Ferry.<br>PM AR | | | | Ferry.<br>AM AR | AM AR | Ferry.<br>PM AR | | | | |
| .dn.**BENICIA**.......W.<br>0.88 | 56.54 | s 6.57 | s 8.00 | s 4.57 | s 9.30 | | | | | **10.20** | | | | 2.20 | 4.50 | 1.00 | | | | |
| ....Mail Dock...........<br>0.73 | 55.66 | 6.52 | 7.55 | f 4.52 | f 9.26 | | | | | 10.17 | | | | 2.16 | 4.46 | 12.53 | | | | |
| ....Army Point........<br>4.15 | 54.93 | 6.51 | s 7.53 | f 4.50 | f 9.24 | | | | | 10.14 | | | | 2.13 | 4.43 | 12.50 | | | | |
| ....Goodyears........W.<br>5.18 | 50.78 | 6.43 | 7.45 | f 4.42 | Foot-note.<br>f **9.16** | | | | | 9.58 | | | | **1.55** | 4.28 | **12.25** | | | | |
| ....Teal...............<br>5.31 | 45.60 | **6.33** | 7.35 | f 4.32 | f 9.05 | | | | | 9.40 | | | | 1.28 | 4.10 | PM<br>11.58 | | | | |
| .dn.**SUISUN**.........W.<br>5.33 | 40.29 | s **6.23** | s 7.25 | s 4.22 | s 8.53 | | | | | **9.20** | | | | 1.02 | 3.50 | 11.30 | | | | |
| ....Vanden.............<br>1.52 | 34.96 | 6.12 | 7.15 | f 4.12 | f 8.38 | | | | | 8.40 | | | | 12.33 | 3.13 | 10.45 | | | | |
| ....Cannon.............<br>3.97 | 33.44 | 6.09 | 7.12 | f 4.08 | f 8.35 | | | | | **8.33** | | | | **12.25** | **3.05** | 10.35 | | | | |
| .dn.**ELMIRA**........W.<br>4.83 | 29.47 | s 6.02 | s 7.05 | s 4.00 | s 8.26 | | | | | **8.10** | | | | AM<br>11.58 | 2.42 | **10.11** | | | | |
| ....Batavia............<br>3.35 | 24.64 | 5.53 | 6.55 | s 3.48 | s 8.13 | | | | | **7.18** | | | | 11.25 | 1.58 | 9.37 | | | | |
| .dn.Dixon.............W.<br>4.27 | 21.29 | ★ 5.47 | 6.48 | s 3.42 | s 8.04 | | | | | 6.53 | | | | 11.03 | **1.40** | 9.17 | | | | |
| ....Tremont............<br>3.79 | 17.02 | 5.40 | 6.40 | f **3.32** | f 7.52 | | | | | 6.27 | | | | 10.36 | 1.18 | 8.50 | | | | |
| .dn.**DAVIS**..........W.<br>4.08 | 13.23 | s 5.33 | s 6.33 | s **3.25** | s **7.43** | AM AR<br>s 10.30 | PM AR<br>s **7.45** | AM AR<br>s **10.55** | | 6.10<br>**5.50** | AM AR<br>6.20 | AM AR<br>**7.43** | | **10.12** | 1.04 | 8.28 | | | | |
| ....Swingle.....(Spur track).<br>0.80 | 9.15 | 5.26 | 6.26 | f 3.17 | f 7.32 | f 10.17 | f 7.37 | f 10.42 | | 5.39 | 6.08 | 7.18 | | 9.30 | 12.48 | 8.02 | | | | |
| ....Webster............<br>8.35 | 8.35 | **5.25** | 6.25 | 3.15 | 7.30 | 10.15 | 7.35 | 10.40 | | **5.36** | 6.05 | 7.15 | | **9.25** | 12.45 | **7.58** | | | | |
| .dn.**SACRAMENTO**.... | 0.00 | **5.10**<br>PM LV | 6.10<br>AM LV | 3.00<br>PM LV | **7.15**<br>AM LV | 10.00<br>AM LV | 7.20<br>PM LV | 10.25<br>AM LV | | 5.15<br>PM LV | **5.40**<br>AM LV | 6.45<br>AM LV | | 8.45<br>PM LV | 12.15<br>AM LV | **7.15**<br>AM LV | | | | |
| | | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | | Daily. | Daily. Ex. Sun. | Daily. | | Daily. | Daily. | Daily. Ex. Sun. | | | | |
| ....**OGDEN**.......... | | 1.10<br>PM LV | 1.40<br>AM LV | | | | | | | | | | | 1.30<br>PM LV | 5.15<br>AM LV | | | | | |
| ....**PORTLAND**....... | | | | | 8.50<br>PM LV | | | | | 6.50<br>PM LV | | | | | | | | | | |

*Trains will stop as follows:*

At Espinosa, Train No. 16 on signal; also Train No. 14 on Sunday.

At drawbridge near Teal, Trains Nos. 14 and 16 on signal.

★—At Dixon, Train No. 2 on signal, to let off passengers from Sacramento and points east.

**No Train will leave Sacramento station without an order permitting it to do so, or a clearance card.**

☞ **FOOT-NOTE.—Train No. 1 will have right of track against Train No. 16 at Goodyears until 9.20 A. M.**

# WESTERN DIVISION: Port Costa, San Ramon and Tracy.

## FROM SAN FRANCISCO.

| Third Class. | | | Second Class. | First Class. | | | | | | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 32,<br>Nov. 19, 1896. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27 | 25 | 21 | 23 | 1001 | 233 | 133 | 35 | 19 | 17 | | | |
| Freight. | Tracy Way Freight. | Freight. | Sunset Freight Limited. | Sunset Limited. | San Ramon Passenger. | San Ramon Passenger and Freight. | San Ramon Passenger. | S. P. Atlantic Express. | Los Angeles Express. | | STATIONS. | |
| Daily. | Daily, Ex. Sun. | Daily. | Daily. | Tuesday and Saturday. | Sunday Only. | Daily, Ex. Sun. | Daily. | Daily. | Daily. | | | |
| | | | | PM LV 10.05 | AM LV 7.30 | AM LV 7.30 | PM LV 4.00 | AM LV 9.00 | PM LV 4.30 | 0.00 | ....**SAN FRANCISCO**..<br>32.17 | |
| PM LV 11.33 | AM LV **11.30** | AM LV 6.06 | AM LV **3.30** | PM LV **11.25** | AM LV 9.25 | AM LV 9.25 | PM LV 5.29 | AM LV 10.35 | PM LV 6.00 | 32.17 | .dn.**PORT COSTA**...W.<br>3.47 | |
| 11.50 | PM 12.01 | 6.22 | 3.55 | 11.34 | s 9.35 | s 9.42 | s 5.41 | s 10.45 | s 6.12 | 35.64 | d..**MARTINEZ**.....W.<br>3.51 | |
| AM 12.03 | **12.33** | 6.37 | 4.17 | 11.40 | s 9.45 | s 10.00 | s 5.50 | s 10.52 | s 6.20 | 39.15 | .d..**AVON**............ | |
| | | | | | 9.45 | 10.00 | 5.50 | | | 39.15 | .d..**AVON**..........<br>4.40 | San Ramon Branch. |
| | | | | | s 9.57 | s 10.22 | s 6.01 | | | 43.55 | .d..Concord.......W.<br>2.60 | |
| | | | | | f 10.03 | f 10.33 | f 6.07 | | | 46.15 | ....Hookston........<br>3.00 | |
| | | | | | s 10.11 | s 10.48 | s 6.15 | | | 49.15 | .d..Walnut Creek....<br>4.40 | |
| | | | | | s 10.22 | s 11.10 | s 6.27 | | | 53.55 | ....Hemme.........<br>2.20 | |
| | | | | | s 10.27 | s 11.20 | s 6.32 | | | 55.75 | ....Danville.........<br>1.70 | |
| | | | | | f 10.32 | f 11.26 | f 6.36 | | | 57.45 | ....Osage (Spur).......<br>1.40 | |
| | | | | | s 10.35 AM AR | s 11.30 AM AR | s 6.40 PM AR | | | 58.85 | ....**SAN RAMON**.. | |
| 12.03 | **12.33** | 6.37 | 4.17 | 11.40 | | | | 10.52 | 6.20 | 39.15 | .d..**AVON**..............<br>3.09 | |
| 12.15 | 12.53 | 6.50 | 4.35 | 11.45 | | | | f 10.57 | f 6.27 | 42.24 | ....Bay Point..........<br>3.26 | |
| 12.27 | 1.13 | 7.03 | 4.48 | 11.50 | | | | f **11.07** | f 6.34 | 45.50 | ....McAvoy............<br>4.39 | |
| 12.43 | 1.40 | 7.23 | 5.04 | 11.57 | | | | s **11.15** | s 6.45 | 49.89 | .d..Cornwall..........W.<br>4.65 | |
| 1.00 | **2.20** | 7.45 | 5.22 | AM 12.04 | | | | s 11.23 | s 6.57 | 54.54 | .d..Antioch............<br>3.91 | |
| 1.15 | 2.40 | **8.08** | 5.36 | 12.10 | | | | f 11.31 | 7.06 | 58.45 | ....Neroly.............<br>4.25 | |
| **1.35** | 3.25 | 8.34 | 5.52 | 12.17 | | | | s 11.40 | s 7.17 | 62.70 | .dn.Brentwood........W.<br>5.13 | |
| 1.49 | 4.05 | **9.05** | 6.12 | 12.25 | | | | s 11.49 | s 7.29 | 67.83 | .d..Byron.............<br>8.81 | |
| 2.12 | 4.53 | 9.37 | 6.45 | **12.39** | | | | PM s 12.06 | s 7.52 | 76.64 | .d..Bethany............<br>6.61 | |
| 2.30 AM AR | 5.30 PM AR | **10.08** AM AR | **7.15** AM AR | s 12.50 AM AR | | | | s 12.20 PM AR | s **8.10** PM AR | 83.25 | .dn.**TRACY**.........W. | |
| Daily. | Daily. Ex. Sun. | Daily. | Daily. | Wednesday and Sunday | Sunday Only. | Daily. Ex. Sun. | Daily. | Daily. | Daily. | | | |
| | | 6.45 PM AR | 12.25 AM AR | 4.40 PM AR | | | | 1.30 PM AR | | | ....**EL PASO**........ | |

*Trains will stop as follows:*

At Nevada Dock, Trains Nos. 35, 133 and 233 on signal.
At Widbero, all passenger trains on signal.
At Los Medanos, Trains Nos. 17 and 19 on signal.

**Note carefully that Train No. 1001 leaves San Francisco on Tuesday and Saturday only.**

# WESTERN DIVISION: Port Costa, San Ramon and Tracy.

| TIME TABLE No. 32, Nov. 19, 1896. | DISTANCE FROM TRACY. | TOWARD SAN FRANCISCO. | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATIONS. | | First Class. | | | | | | | | | Second Class. | | | | Third Class. | | | | | |
| | | 18 | 20 | 36 | 134 | 234 | 1000 | | | | 24 | | | | 26 | 28 | | | | |
| | | Los Angeles Express. | S. P. Pacific Express. | San Ramon Passenger. | San Ramon Passenger and Freight. | San Ramon Passenger. | Sunset Limited. | | | | Steamer Freight Limited. | | | | Tracy Way Freight. | Freight. | | | | |
| | | Daily. | Daily. | Daily. | Daily. Ex. Sun. | Sunday Only. | Thursday and Sun. | | | | Daily. | | | | Daily. Ex. Sun. | Daily. | | | | |
| ....**SAN FRANCISCO**..<br>32.17 | 83.25 | A M AR<br>10.45 | P M AR<br>4.45 | A M AR<br>9.15 | P M AR<br>6.15 | P M AR<br>6.15 | P M AR<br>12.45 | | | | | | | | | | | | | |
| .dn.**PORT COSTA**...W.<br>3.47 | 51.08 | A M AR<br>*s* 9.10 | P M AR<br>*s* 3.10 | A M AR<br>*s* 7.50 | P M AR<br>*s* 4.45 | P M AR<br>*s* 4.50 | A M AR<br>*s* **11.30** | | | | P M AR<br>**11.25** | | | | P M AR<br>1.30 | A M AR<br>**3.30** | | | | |
| .d..**MARTINEZ**......W.<br>3.51 | 47.61 | *s* 9.00 | *s* 3.00 | *s* 7.35 | *s* 4.30 | *s* 4.40 | 11.22 | | | | 10.55 | | | | 1.02 | 3.08 | | | | |
| .d..**AVON**............ | 44.10 | 8.50 | 2.50 | 7.25 | 4.16 | 4.30 | 11.17 | | | | 10.43 | | | | **12.33** | 2.57 | | | | |
| San Ramon Branch. | | | | | | | | | | | | | | | | | | | | |
| .d..**AVON**..........<br>4.40 | 44.10 | | | *s* 7.25 | *s* 4.16 | *s* 4.30 | | | | | | | | | | | | | | |
| .d..Concord.......W.<br>2.60 | 48.50 | | | *s* 7.15 | *s* 3.52 | *s* 4.18 | | | | | | | | | | | | | | |
| ....Hookston........<br>3.00 | 51.10 | | | *f* 7.09 | *f* 3.25 | *f* 4.10 | | | | | | | | | | | | | | |
| .d..Walnut Creek.....<br>4.40 | 54.10 | | | *s* 7.02 | *s* 3.10 | *s* 4.02 | | | | | | | | | | | | | | |
| ....Hemme........ .<br>2.20 | 58.50 | | | *s* 6.52 | *s* 2.48 | *s* 3.50 | | | | | | | | | | | | | | |
| ....Danville..........<br>1.70 | 60.70 | | | *s* 6.47 | *s* 2.37 | *s* 3.43 | | | | | | | | | | | | | | |
| ....Osage (Spur)......<br>1.40 | 62.40 | | | *f* 6.43 | *f* 2.29 | *f* 3.38 | | | | | | | | | | | | | | |
| ....**SAN RAMON**.. | 63.80 | | | 6.40<br>A M LV | 2.25<br>P M LV | 3.35<br>P M LV | | | | | | | | | | | | | | |
| .d..**AVON**............ .<br>3.09 | 44.10 | *s* 8.50 | *s* 2.50 | | | | 11.17 | | | | 10.43 | | | | **12.33** | 2.57 | | | | |
| ....Bay Point. ..........<br>3.26 | 41.01 | *f* 8.42 | *f* 2.43 | | | | 11.12 | | | | 10.32 | | | | 12.10 | 2.45 | | | | |
| ....McAvoy.............<br>4.39 | 37.75 | *f* 8.36 | *f* 2.37 | | | | **11.07** | | | | 10.20 | | | | P M<br>11.47 | 2.34 | | | | |
| .d..Cornwall..........W.<br>4.65 | 33.36 | *s* 8.27 | *s* 2.28 | | | | **10.59** | | | | 10.05 | | | | **11.15**<br>**10.59** | 2.19 | | | | |
| .d..Antioch............<br>3.91 | 28.71 | *s* 8.17 | *s* **2.20** | | | | 10.52 | | | | 9.48 | | | | 10.22 | 2.03 | | | | |
| ....Neroly.............<br>4.25 | 24.80 | **8.08** | *f* 2.12 | | | | 10.46 | | | | 9.35 | | | | 9.59 | 1.50 | | | | |
| .dn.Brentwood........W.<br>5.13 | 20.55 | *s* 7.58 | *s* 2.03 | | | | 10.40 | | | | 9.21 | | | | 9.35 | **1.35** | | | | |
| .d..Byron..............<br>8.81 | 15.42 | *s* 7.47 | *s* 1.53 | | | | 10.32 | | | | 9.03 | | | | **9.05** | 1.15 | | | | |
| .d..Bethany............<br>6.61 | 6.61 | *s* 7.28 | *s* 1.36 | | | | 10.18 | | | | 8.32 | | | | 8.18 | **12.39** | | | | |
| .dn.**TRACY**..........W. | 0.00 | **7.15**<br>A M LV | 1.23<br>P M LV | | | | **10.08**<br>A M LV | | | | **8.10**<br>P M LV | | | | 7.45<br>A M LV | A M<br>11.55<br>P M LV | | | | |
| | | Daily. | Daily. | Daily. | Daily. Ex. Sun. | Sunday Only. | Thursday and Sun. | | | | Daily. | | | | Daily. Ex. Sun. | Daily, | | | | |
| ....**EL PASO**.......... | | | 2.35<br>P M LV | | | | 8.05<br>P M LV | | | | 4.45<br>A M LV | | | | | | | | | |

*Trains will stop as follows:*

At Nevada Dock, Trains Nos. 36, 134 and 234 on signal.

At Widbero, all passenger trains on signal.

At Los Medanos, Trains Nos. 18 and 20 on signal.

As Train No. 1000 will not stop at Avon, Conductor will register by leaving a card, and operator at this place will be out to receive the card and note it on the register.

**Note carefully that Train No. 1000 leaves Mendota on Thursday and Sunday only.**

# WESTERN DIVISION: Tracy and Mendota.

| FROM SAN FRANCISCO. | | | | | | | | | | TIME TABLE No. 32, Nov. 19, 1896. | | TOWARD SAN FRANCISCO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Third Class. | | | Second Class. | | | First Class. | | | | | | First Class. | | | Second Class. | | | Third Class. | | |
| | 79 Way Freight and Passenger. | 21 Freight. | | | 23 Sunset Freight Limited. | | 1001 Sunset Limited. | 17 Los Angeles Express. | DISTANCE FROM SAN FRANCISCO VIA PORT COSTA. | STATIONS. | DISTANCE FROM MENDOTA VIA PORT COSTA. | 18 Los Angeles Express. | 1000 Sunset Limited. | | 24 Steamer Freight Limited. | | | 22 Freight. | 80 Way Freight and Passenger. | |
| | Daily. | Daily. | | | Daily. | | Wednesday and Sunday. | Daily. | | | | Daily. | Thursday and Sunday. | | Daily. | | | Daily. | Daily. | |
| ........ | A M LV<br>9.00 | ........ | ........ | ........ | ........ | ........ | P M LV<br>10.05 | P M LV<br>4 30 | 0.00 | ..**SAN FRANCISCO**..<br>83.25 | 175.45 | A M AR<br>10.45 | P M AR<br>12.45 | ........ | ........ | ........ | ........ | ........ | P M AR<br>7.15 | ........ |
| ........ | P M LV<br>1.30 | A M LV<br>10.55 | ........ | ........ | A M LV<br>8.15 | ........ | A M LV<br>12.55 | P M LV<br>8.25 | 83.25 | .dn....**TRACY**.....W.<br>5.60 | 92.20 | A M AR<br>s 7.00 | A M AR<br>s 10.05 | ........ | P M AR<br>7.10 | ........ | ........ | A M AR<br>9.20 | P M AR<br>3.30 | ........ |
| ........ | 1.55 | 11.13 | ........ | ........ | 8.33 | ........ | 1.04 | 8.37 | 88.85 | .......Yarmouth ......<br>4.60 | 86.60 | 6.50 | 9.57 | ........ | 6.53 | ........ | ........ | 9.02 | 2.55 | ........ |
| ........ | **2.25** | 11.28 | ........ | ........ | **8.48** | ........ | 1.11 | f 8.47 | 93.45 | ........Vernalis.......<br>7.80 | 82.00 | f 6.41 | 9.51 | ........ | 6.40 | ........ | ........ | **8.48** | **2.25** | ........ |
| ........ | 2.58 | 11.53 | ........ | ........ | **9.39** | ........ | 1.23 | s 9.02 | 101.25 | .dn.....Westley.....W<br>7.10 | 74.20 | s 6.26 | **9.39** | ........ | 6.17 | ........ | ........ | 8.20 | 1.43 | ........ |
| ........ | 3.27 | P M<br>12.17 | ........ | ........ | 10.02 | ........ | 1.33 | 9.17 | 108.35 | ....... Emerald ......<br>5.70 | 67.10 | f 6.12 | 9.29 | ........ | 5.57 | ........ | ........ | 7.59 | 1.06 | ........ |
| ........ | 3.50 | **12.38** | ........ | ........ | 10.20 | ........ | 1.41 | f 9.27 | 114.05 | .d. .Crow's Landing....<br>6.30 | 61.40 | s 6.01 | 9.21 | ........ | 5.40 | ........ | ........ | 7.43 | **12.38** | ........ |
| ........ | 4.45 | 12.57 | ........ | ........ | 10.39 | ........ | 1.50 | s 9.40 | 120.35 | .dn....Newman .....W<br>4.00 | 55.10 | s 5.48 | 9.12 | ........ | 5.22 | ........ | ........ | 7.27 | P M<br>11.55 | ........ |
| ........ | **5.10** | 1.08 | ........ | ........ | **10.52** | ........ | 1.56 | 9.48 | 124.35 | ....... Gustine ........<br>3.40 | 51.10 | f 5.38 | 9.06 | ........ | **5.10** | ........ | ........ | 7.15 | **10.52** | ........ |
| ........ | 5.23 | 1.19 | ........ | ........ | 11.02 | ........ | 2.01 | 9.55 | 127.75 | ........Linora.........<br>2.50 | 47.70 | f 5.32 | 9.01 | ........ | 5.00 | ........ | ........ | 7.06 | 10.33 | ........ |
| ........ | 5.33 | 1.27 | ........ | ........ | 11.09 | ........ | 2.05 | 10.00 | 130.25 | ....... Ingomar ......<br>6.40 | 45.20 | f 5.27 | 8.57 | ........ | 4.52 | ........ | ........ | 6.58 | 10.24 | ........ |
| ........ | 6.00 | 1.47 | ........ | ........ | 11.30 | ........ | 2.14 | f 10.16 | 136.65 | .d.......Volta.........<br>4.70 | 38.80 | s 5.16 | 8.48 | ........ | 4.32 | ........ | ........ | 6.41 | 10.02 | ........ |
| ........ | 6.50 | 2.08 | ........ | ........ | 11.55 | ........ | 2.21 | s 10.33 | 141.35 | .dn....Los Banos....W<br>7.80 | 34.10 | s 5.05 | 8.41 | ........ | 4.18 | ........ | ........ | 6.27 | 9.45 | ........ |
| ........ | 7.20 | 2.32 | ...... | ........ | P M<br>12.16 | ........ | 2.32 | 10.47 | 149.15 | ........Agatha .......<br>4.70 | 26.30 | 4.47 | 8.29 | ........ | 3.48 | ........ | ........ | 6.02 | 9.05 | ........ |
| ........ | 7.38 | 2.47 | ........ | ........ | 12.28 | ........ | 2.39 | f 10.56 | 153.85 | .d ....Dos Palos.......<br>6.80 | 21.60 | s 4.38 | 8.22 | ........ | 3.35 | ........ | ........ | 5.49 | 8.52 | ........ |
| ........ | 8.03 | **3.15** | ........ | ........ | 12.47 | ........ | 2.48 | 11.08 | 160.65 | .........Oxalis.........<br>6.40 | 14.80 | 4.25 | 8.12 | ........ | **3.15** | ........ | ..... | 5.32 | 8.32 | ........ |
| ........ | 8.28 | 3.35 | ........ | ........ | 1.02 | ...... | 2.58 | f 11.20 | 167.05 | .d....Firebaugh.....W<br>8.40 | 8.40 | s 4.15 | 8.02 | ........ | 2.53 | ........ | ........ | 5.17 | 8.13 | ........ |
| ........ | 9.00<br>P M AR | 4.00<br>P M AR | ........ | ........ | 1.25<br>P M AR | ........ | s 3.10<br>A M AR | s 11.35<br>P M AR | 175.45 | .dn..**MENDOTA**...W | 0.00 | 4 00<br>A M LV | **7.50**<br>A M LV | ........ | 2.25<br>P M LV | ........ | ........ | 4.55<br>A M LV | **7.50**<br>A M LV | ... .... |
| | Daily. | Daily. | | | Daily. | | Wednesday and Sunday. | Daily. | | | | Daily. | Thursday and Sunday. | | Daily. | | | Daily. | Daily. | |

All trains will approach Tracy yard under full control, prepared to stop if found necessary.

Trains Nos. 17 and 18 will stop on signal at house of Los Banos Gun Club west of Agatha to let off and pick up passengers.

**Note carefully that Train No. 1000 leaves Mendota on Thursday and Sunday only, and Train No. 1001 leaves San Francisco on Tuesday and Saturday only.**

# WESTERN DIVISION: Vallejo Ferry.

### FROM SAN FRANCISCO.

| | | | | | | | 1001 Tuesday and Sat. | 15 Daily. | 3 Daily. | | 17 Daily. | 13 Daily. | 35 Daily. | | 11 Saturday Only. | 19 Daily | 33 Daily. | 1 Daily. | | STATIONS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | P M | P M | P M | P M | P M | P M | P M | P M | P M | A M | A M | A M | A M | |
| ...... | ...... | ...... | ...... | ...... | ...... | ...... | 10.05 | 7.00 | 6.00 | ...... | 4.30 | 4.00 | 4.00 | ...... | 1.30 | 9.00 | 7.30 | 7.00 | ...... | Lv....San Francisco...... |
| ...... | ...... | ...... | ...... | ...... | ...... | ...... | §11.13 | * 8.17 | § 7 17 | ...... | § 5.49 | 5.32 | 5.18 | ...... | 2.51 | 10.23 | 9.05 | 8.26 | ...... | Ar....Vallejo Junction.... |
| | | | | | | | | Sunday Only. | | Saturday Only | | | Daily. | Daily. | | Daily. | Daily. | | Daily. | |
| ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | * 8.17 | ...... | 6.30 | ...... | ...... | 5.18 | ...... | ...... | 10.23 | 9 05 | ...... | ...... | Lv....Vallejo Junction.... |
| ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | 8.37 | ...... | 6.45 | ...... | ...... | 5.45 | 4.00 | ...... | 10.45 | 9 25 | ...... | 7.05 | .......South Vallejo....... |
| ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | 8.50 | ...... | ...... | ...... | ...... | 6.00 | 4.10 | ...... | 10.55 | 9 35 | ...... | 7.20 | Ar....North Vallejo Wharf. |
| | | | | | | | P M | P M | P M | P M | P M | P M | P M | P M | P M' | A M | A M | A M | A M | |

### TOWARD SAN FRANCISCO.

| STATIONS. | 36 Daily. | 4 Daily. | 18 Daily. | 16 Daily. | | 1000 Thursday and Sun. | 20 Daily. | 34 Daily. | 14 Daily. | 12 Saturday Only. | | 2 Daily. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A M | A M | A M | A M | A M | P M | P M | P M | P M | P M | P M | P M | P M | P M | | | | | | |
| ....San Francisco......Ar | 9.15 | 9.45 | 10.45 | 11.15 | ...... | 12.45 | 4.45 | 6.15 | 6.45 | 7.45 | ...... | 8.45 | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... |
| ... Vallejo Junction....Lv | 8.02 | 8.30 | § 9.16 | 10.01 | ...... | P M<br>§11.36 | 3.17 | 5.10 | 5.23 | 6.30 | ...... | § 7.26 | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... |
| | Daily. | | | Daily. | Daily. | | | Daily. | | Saturday Only. | Daily. Ex. Sat. | | Sunday Only. | Sunday Only. | | | | | | |
| ....Vallejo Junction.....Ar | 8.02 | ...... | ...... | 10.01 | ...... | ...... | ...... | 5.10 | ...... | 6.30 | ...... | ...... | 8.17 | ...... | ...... | ...... | ...... | ...... | ...... | ...... |
| .. .South Vallejo......... | 7.37 | ...... | ...... | † 9.43 | 11.05 | ...... | ...... | 4.45 | ...... | 6.10 | 6.10 | ...... | 7.55 | 9.00 | ...... | ...... | ...... | ...... | ...... | ...... |
| ....North Vallejo Wharf.Lv | 7.20 | ...... | ...... | 9.35 | 10.55 | ...... | ...... | 4.25 | ...... | 6.00 | 6.00 | ...... | ...... | 8.50 | ...... | ...... | ...... | ...... | ...... | ...... |
| | A M | A M | A M | A M | A M | A M | P M | P M | P M | P M | P M | P M | P M | P M | | | | | | |

* Special trip to connect with No. 15, Sunday only.

† Make landing only if signaled.

§ Does not stop at Vallejo Junction.

# WESTERN DIVISION: Benicia Ferry.

### FROM SAN FRANCISCO.

| | | | | | | | | | | | 31 Daily. | 15 Daily. | 3 Daily. | 13 Daily. | | 29 Daily. Ex. Sun. | 1 Daily. | | 7 Daily. | STATIONS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | P M | P M | P M | P M | P M | A M | A M | A M | P M | |
| ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | 7.00 | 6.00 | 4.00 | ...... | ...... | 7.00 | ...... | ...... | Lv....San Francisco.... |
| ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | 8.00 | ...... | ...... | ...... | ...... | 7.35 | ...... | ...... | 11.00 | Lv....West Oakland...... |
| ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | 9.30 | 8.25 | 7.23 | 5.45 | ...... | 11.00 | 8.35 | ...... | A M<br>12 30 | Ar....Port Costa........ |
| | | | | | | | | | | | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. Ex. Sun. | Daily. | Daily. | Daily. | |
| ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | 9.30 | 8.25 | 7.23 | 5.45 | 4.40 | 11.00 | 8.35 | 7.40 | 12.30 | Lv....Port Costa........ |
| ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | 10.20 | 8.50 | 7.48 | 6 05 | 4.50 | 11 55 | 9.00 | 7.50 | 1.25 | Ar....Benicia........... |
| | | | | | | | | | | | P M | P M | P M | P M | P M | A M | A M | A M | A M | |

### TOWARD SAN FRANCISCO.

| STATIONS. | 8 Daily. | 4 Daily. | 16 Daily. | 30 Daily. Ex. Sun. | 14 Daily. | 2 Daily. | | | 32 Daily. | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A M | A M | A M | P M | P M | P M | P M | P M | A M | | | | | | | | | | | |
| ....San Francisco......Ar | ...... | 9.45 | 11.15 | ...... | 6.45 | 8.45 | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... |
| ....West Oakland.....Ar | 4.50 | ...... | ...... | 5.40 | ...... | ...... | ...... | ...... | 12.40 | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... |
| ....Port Costa.........Lv | 3.15 | 8.23 | 9.55 | 1.55 | 5.17 | 7.20 | ...... | ...... | A M<br>11.10 | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... |
| | Daily. | Daily. | Daily. | Daily. Ex. Sun. | Daily. | Daily. | Daily. | Daily. | Daily. | | | | | | | | | | | |
| ....Port Costa.........Ar | 3.15 | 8.23 | 9.55 | 1 55 | 5.17 | 7.20 | 8.05 | 9.05 | 11.10 | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... |
| ....Benicia............Lv | 2.20 | 8.00 | 9.30 | 1.00 | 4.57 | 6.57 | 7.55 | 8.55 | 10.20 | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... | ...... |
| | A M | A M | A M | P M | P M | P M | P M | P M | P M | | | | | | | | | | | |

# WESTERN DIVISION: San Francisco, San Jose and Tracy.

## FROM SAN FRANCISCO.

TIME TABLE
No. 32,
Nov. 19, 1896.

| Third Class. | | | Second Class. | | | | | First Class. | | | | | | | | | | | | | DISTANCE FROM SAN FRANCISCO. | STATIONS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 85 | 77 | | 575 | 569 | 567 | 565 | 559 | 557 | 553 | 547 | 543 | 531 | 527 | 521 | 517 | 505 | 93 | 87 | 83 | | |
| | San Jose Freight. | Way Freight. | | Haywards Local. | Haywards Local. | Haywards Local. | Haywards Local. | Haywards Local. | Haywards Local. | Haywards Local. | Niles Local | Haywards Local. | Niles Local. | Haywards Local. | Haywards Local. | Haywards Local. | Niles Local. | San Jose Passenger. | Livermore Passenger. | Stockton and Sacramento Express. | | |
| | Daily. | Daily Ex. Sun. | | Tuesday, Friday, Sunday. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily, | Daily. | Daily. | Daily, | Daily. | Daily. | Daily. | | |
| ........ | ........ | ........ | ........ | P M LV<br>‡11.15 | P M LV<br>9.00 | P M LV<br>8.00 | P M LV<br>7.00 | P M LV<br>5.30 | P M LV<br>5.00 | P M LV<br>4.00 | P M LV<br>3.00 | P M LV<br>2.00 | A M LV<br>11.00 | A M LV<br>10.00 | A M LV<br>9.00 | A M LV<br>8.00 | A M LV<br>★ 6.00 | P M LV<br>6.00 | P M LV<br>4.30 | A M LV<br>8.30 | 0.00 | .dn. **SAN FRAN** .....<br>4.50 |
| ........ | A M LV<br>10.45 | ........ | ........ | Via Seventh St. Local Train. | Via Seventh St. Local Train. | Via Seventh St. Local Train. | Via Seventh St. Local Train. | s 5.57 | s 5.30 | s 4.27 | s 3.27 | s 2.27 | s 11.27 | s 10.27 | s 9.27 | s 8.27 | Via Seventh St. Local Train. | s 6.30 | s 4.58 | s 9.00 | 4.50 | .dn. **OAKL'D PIER** ...<br>1.39 |
| ........ | 11.15 | A M LV<br>5.15 | ........ | | | | | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | | ........ | ........ | ........ | 5.89 | .dn. West Oakland ...W<br>1.71 |
| ........ | 11.41 | 5.25 | ........ | | | | | s 6.05 | Foot-note.<br>s **5.41** | s 4.36 | Foot-note.<br>s **3.38** | s 2.36 | s 11.36 | s 10.36 | s 9.36 | s 8.36 | | Foot-note.<br>s **6.40** | Foot-note.<br>s **5.10** | Foot-note.<br>s **9.10** | 7.60 | .d.. Oakland (First St.).<br>1.70 |
| ........ | 11.45 | 5.30 | ........ | ........ | ........ | ........ | ........ | 6.08 | 5.44 | **4.39** | 3.41 | 2.39 | 11.39 | 10.39 | 9.39 | 8.39 | ........ | s 6.43 | s 5.13 | s 9.13 | 9.30 | .d.. East Oakland....W<br>1.37 |
| ........ | 11.51 | 5.37 | ........ | A M LV<br>12.07 | P M LV<br>9.52 | P M LV<br>8.52 | P M LV<br>7.52 | s 6.11 | s 5.47 | s 4.42 | s 3.44 | s 2.42 | s 11.42 | s 10.42 | s 9.42 | s 8.42 | A M LV<br>6.52 | 6.46 | 5.16 | 9.16 | 10.67 | .d.. Fruitvale........<br>0.57 |
| ........ | 11.53 | 5.39 | ........ | 12.09 | f 9.54 | f 8.54 | f 7.54 | s 6.12 | s 5.48 | s 4.43 | s 3.45 | s 2.43 | s 11.43 | s 10.43 | s 9.43 | s 8.43 | f 6.53 | 6.47 | 5.17 | s 9.17 | 11.24 | .d.. Sather (no Siding)...<br>0.30 |
| ........ | P M<br>**12.03** | 5.42 | ........ | f 12.10 | f 9.55 | f 8.55 | f 7.55 | f 6.13 | s 5.49 | f 4.44 | Foot-note.<br>f **3.46** | f 2.44 | f 11.44 | f 10.44 | f 9.44 | Foot-note.<br>s **8.45** | f **6.58** | f 6.48 | 5.18 | 9.18 | 11.54 | ....Melrose.........<br>4 19 |
| ........ | **12.55** | **6.10** | ........ | s 12.19 | s 10.04 | Foot-note.<br>s **9.04** | s 8.04 | s **6.23** | s 5.58 | s **4.54** | s **3.58** | s 2.53 | s **11.55** | s **10.55** | s **9.55** | s 8.57 | s 7.07 | s **7.00** | Foot-note.<br>s **5.25** | s 9.27 | 15.73 | .d.. San Leandro......<br>2.70 |
| ........ | 1.20 | **6.43** | ........ | s 12.24 | s 10.09 | s 9.09 | s 8.09 | s 6.29 | s 6.03 | s 5.00 | s 4.03 | s 2.58 | P M<br>s 12.01 | s 11.00 | s 10.00 | s 9.03 | s 7.12 | s 7.06 | s 5.31 | s 9.32 | 18.43 | .d.. Lorenzo.........<br>2.65 |
| ........ | 2.10 | **7.17**<br>**7.34** | ........ | s 12.30<br>A M AR | s 10.15<br>P M AR | s 9.15<br>P M AR | s 8.15<br>P M AR | s 6.35<br>P M AR | s **6.12**<br>P M AR | s 5.05<br>P M AR | s 4.08 | s **3.05**<br>P M AR | s 12.06 | s 11.05<br>A M AR | s 10.05<br>A M AR | s 9.10<br>A M AR | s **7.17** | s 7.12 | s 5.36 | s 9.38 | 21.08 | .d.. Haywards.......<br>3.90 |
| ........ | 2.27 | 7.53 | ........ | ........<br>Tue., Fri., Sun. | ........<br>Daily | ........<br>Daily. | ........<br>Daily. | ........<br>Daily | ........<br>Daily. | ........<br>Daily, | 4.15 | ........<br>Daily. | 12.13 | ........<br>Daily. | ........<br>Daily. | ........<br>Daily. | **7.27** | f 7.19 | f 5.44 | 9.45 | 24.98 | ....Halvern..........<br>2.44 |
| ........ | **2.51**<br>**3.01** | 8.06 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | s 4.19 | ........ | s 12.17 | ........ | ........ | ........ | s 7.33 | s 7.24 | s 5.48 | s 9.49 | 27.42 | .d.. Decoto.........<br>2.78 |
| ........ | 3.10 | **8.25** | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | s 4.25<br>P M AR<br>Daily. | ........ | s 12.22<br>P M AR<br>Daily. | ........ | ........ | ........ | s 7.40<br>A M AR<br>Daily. | s **7.30** | Foot-note.<br>s **5.55** | s 9.55 | 30.20 | .d.. **NILES**....... |
| ........ | ........ | 8.45 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | 6.00 | 10.05 | 30.20 | .d.. **NILES**.........W<br>6.40 |
| ........ | ........ | 9.25 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | s 6.18 | s 10.23 | 36.60 | .d.. Sunol..........<br>5.20 |
| ........ | ........ | 9.55 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | s 6.32 | s 10.37 | 41.80 | .d.. Pleasanton.........<br>6.08 |
| ........ | ........ | **10.55**<br>A M AR | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | s 6.50<br>P M AR | s **10.55** | 47.88 | .d.. Livermore ......W<br>8.09 |
| ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | | | | | | ........ | ........ | s 11.15 | 55.97 | ....Altamont..........<br>7.96 |
| ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | 397 | 101 | 99 | 97 | 95 | ........ | ........ | s 11.36 | 63.93 | ....Midway...........<br>5.66 |
| ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | San Jose Passenger. | San Jose Passenger. | San Jose Passenger. | San Jose Passenger and Freight. | San Jose Passenger | ........ | ........ | 11.51 | 69.59 | ....Ellis.............<br>2.14 |
| ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | Sunday Only. | Daily. | Daily, | Daily. Ex. Sun. | Daily, | ........ | ........ | s 11.59<br>A M AR | 71.73 | .dn. **TRACY** .......W |
| ........ | 3.30 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | A M LV<br>10.05 | PM LV<br>6.05 | P M LV<br>2.45 | A M LV<br>10.25 | AM LV<br>7.43 | Foot-note.<br>7.30 | ........ | ........ | 30.20 | .d.. **NILES** .....W.<br>3.55 |
| ........ | 3.43 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | s 10.11 | s 6.13 | s 2.53 | s 10.37 | s 7.50 | s 7.36 | ........ | ........ | 33.75 | ....Irvington.......<br>3.64 |
| ........ | 3.58 | .. .... | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | s 10.18 | Foot-note.<br>s **6.22** | s 3.02 | s 10.49 | s 7.56 | s 7.42 | ........ | ........ | 37.39 | .d.. Warm Springs...<br>4.33 |
| ........ | 4.15 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | s 10.26 | s 6.31 | s 3.10 | s 11.05 | s 8.05 | s 7.51 | ........ | ........ | 41.72 | .d.. Milpitas........<br>6.02 |
| ........ | 4.45<br>P M AR | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | s 10.40<br>A M AR | s 6.45<br>PM AR | s 3.25<br>P M AR | s 11.25<br>A M AR | s 8.20<br>AM AR | s 8.05<br>P M AR | ........ | ........ | 47.74 | .dn. **SAN JOSE**.W. |
| | Daily. | Daily. Ex. Sun. | | | | | | | | | | | Sunday Only. | Daily. | Daily. | Daily. Ex Sun. | Daily. | Daily. | Daily. | Daily. | | |

☞ FOOT-NOTE.—Train No. 86 will have right of track against Train No. 93 at Niles until 7.30 p. m.

☞ FOOT-NOTE.—Train No. 87 will have right of track against Train No. 92 at Niles until 6.00 p. m.

☞ FOOT-NOTE.—Train No. 86 will have right of track against Train No. 101 at Warm Springs until 6.27 p. m.

☞ FOOT-NOTE.—Train No. 87 will have right of track against Train No. 552 at San Leandro until 5.27 p. m.

☞ FOOT-NOTE.—Train No 531 will have right of track against Train No. 534.

☞ FOOT-NOTE.—Train No. 547 will have right of track against Train No 550.

☞ FOOT-NOTE.—Conductors and Enginemen on Trains known as "Haywards Local" may run their trains into Haywards station regardless of themselves as running opposing trains originating at that station.

☞ FOOT-NOTE.—Train No. 86 will have right of track against Train No. 567 at San Leandro until 9.10 p. m.

☞ FOOT-NOTE.—Trains Nos. 516 and 517 will, on their rights, meet at Elmhurst at 8.54 a. m

☞ FOOT-NOTE.—Trains Nos. 546 and 547 will, on their rights, meet at Elmhurst at 3.55 p. m.

☞ FOOT-NOTE.—Trains Nos. 83 and 516, 87 and 550, 93 and 92, 547 and 84, 557 and 552 will, on their rights, meet on the double track west of Tower No. 3, avoiding a meet within the fire limits.

Train No. 552 will take siding at San Leandro for Train No. 87.

‡ Connection for this train leaves San Francisco Monday, Thursday and Saturday.

* On Sunday this train has no San Francisco connection.

Freight work between Tracy and Livermore will be done by an extra train running on Tuesday and Friday only.

**Trains will stop as follows:**

At Seminary Park, all passenger trains, except No. 87, on signal.
At Fitchburg, all passenger trains, except Nos. 83 and 87, on signal.
At Elmhurst, all passenger trains, except Nos. 83 and 87, on signal.
At South San Leandro, all passenger trains, except Nos. 83 and 87, on signa
At Cherry, all passenger trains, except Nos. 83 and 87, on signal.
At Wayne, all passenger trains on signal.
At Kimball's, Nos. 83 and 87 on signal.
At Farwell's, Nos. 83 and 87 on signal.
At Mayborg's, Nos. 83 and 87 on signal.
At Brightside, Nos. 83 and 87 on signal.
At Verona, Nos. 83 and 87 on signal.
At "Remillard's" (East Switch), No. 87 on signal.

# WESTERN DIVISION: San Francisco, San Jose and Tracy.

## TOWARD SAN FRANCISCO.

| TIME TABLE No. 32, Nov. 19, 1896. STATIONS. | DISTANCE FROM SACRAMENTO. | 84 | 88 | 92 | 94 | 516 | 520 | 526 | 530 | 534 | 546 | 550 | 552 | 558 | 506 | 562 | 566 | 568 | 570 | 78 | 86 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | First Class. | | | | | | | | | | | | | Second Class. | | | | | Third Class. | | |
| | | Stockton & Sacramento Express. | Livermore and San Jose Passenger. | Stockton and San Jose Passenger. | San Jose Passenger. | Niles Local. | Haywards Local. | Haywards Local. | Haywards Local. | Niles Local. | Haywards Local. | Niles Local. | Haywards Local. | Haywards Local. | Haywards Local. | Haywards Local. | Haywards Local. | Haywards Local. | Haywards Local. | Way Freight. | San Jose Passenger and Freight. | |
| | | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily | Daily. | Daily. | Daily. | Monday, Thursday, Saturday. | Daily. Ex. Sun. | Daily. | |
| dn. **SAN FRAN.** <br>4.50 | 139.67 | P M AR<br>4.15 | A M AR<br>8.45 | P M AR<br>7.15 | A M AR<br>7.45 | A M AR<br>9.45 | A M AR<br>10.45 | A M AR<br>11.45 | P M AR<br>12.45 | P M AR<br>1.45 | P M AR<br>4.45 | P M AR<br>5.45 | P M AR<br>6.15 | P M AR<br>7.45 | A M AR<br>7.15 | P M AR<br>8.45 | P M AR<br>9.45 | P M AR<br>10.50 | Midn. AR<br>12.00 | ........ | ........ | ........ |
| dn. **OAKLAND PIER** <br>1.39 | 135.17 | s 3.45 | s 8.15 | s 6.50 | s 7.15 | s 9.20 | s 10.20 | s 11.20 | s 12.20 | s 1.20 | s 4.20 | s 5.20 | s 5.50 | s 7.22 | Via Seventh St. Local Train. | Via Seventh St. Local Train. | Via Seventh St. Local Train. | Via Seventh St. Local Train. | Via Seventh St. Local Train. | ........ | P M AR<br>9.50 | ........ |
| dn. **West Oakland** ...W.<br>1.71 | 133.78 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | | | | | | P M AR<br>5.00 | ........ | ........ |
| d.. **Oakland (First St.)** ..<br>1.70 | 132.07 | Foot-note.<br>s **3.37** | s 8.07 | Foot-note.<br>s **6.39** | s 7.07 | Foot-note.<br>s **9.09** | s 10.11 | s 11.11 | s 12.11 | s 1.11 | s 4.11 | Foot-note.<br>s **5.09** | Foot-note.<br>s **5.40** | s 7.15 | | | | | | 4.48 | 9.33 | ........ |
| d.. **East Oakland** ....W.<br>1.37 | 130.37 | s 3.32 | s 8.02 | s 6.35 | s 7.03 | 9.06 | 10.08 | 11.08 | 12.08 | 1.08 | 4.08 | 5.06 | 5.37 | 7.12 | ........ | ........ | ........ | ........ | ........ | **4.39** | 9.28 | ........ |
| d.. **Fruitvale** ........<br>0.57 | 129.00 | 3.28 | 7.58 | 6.32 | 7.00 | s 9.03 | s 10.05 | s 11.05 | s 12.05 | s 1.05 | s 4.05 | s 5.03 | s 5.34 | s 7.09 | A M AR<br>s 6.22 | P M AR<br>s 7.47 | P M AR<br>s 8.47 | P M AR<br>s 9.47 | P M AR<br>s 11.02 | 4.26 | 9.23 | ........ |
| d.. **Sather** ... (No Siding.).<br>0.30 | 128.43 | s 3.27 | s 7.57 | 6.31 | 6.59 | s 9.02 | s 10.04 | s 11.04 | s 12.04 | s 1.04 | s 4.04 | s 5.02 | s 5.33 | s 7.08 | f 6.20 | f 7.45 | f 8.45 | f 9.45 | f 11.00 | 4.23 | 9.21 | ........ |
| .... **Melrose** ..........<br>4.19 | 128.13 | 3.26 | f 7.56 | 6.30 | f **6.58** | s 9.01 | f 10.03 | f 11.03 | f **12.03** | f 1.03 | s 4.02 | f 5.01 | f 5.32 | f 7.07 | f 6.19 | f 7.44 | f 8.44 | f 9.44 | f 10.59 | 4.21 | 9.19 | ........ |
| d.. **San Leandro** ......<br>2.70 | 123.94 | s 3.17 | s 7.47 | s **6.23** | s 6.49 | Foot-note.<br>s **8.52** | s **9.55** | s **10.55** | P M<br>s **11.55** | s **12.55** | Foot-note.<br>s **3.52** | s **4.54** | Foot-note.<br>s **5.25** | s **7.00** | s **6.10** | s 7.35 | s 8.34 | s 9.34 | s 10.49 | **3.58**<br>**3.52** | Foot-note.<br>**9.04** | ........ |
| d.. **Lorenzo** ..........<br>2.65 | 121.24 | s 3.11 | s 7.40 | s 6.17 | s **6.43** | s 8.47 | s 9.50 | s 10.50 | s 11.50 | s 12.50 | s 3.47 | s 4.49 | s 5.20 | s 6.54 | s 6.05 | s 7.30 | s 8.28 | s 9.28 | s 10.43 | 3.32 | 8.40 | ........ |
| d.. **Haywards** ........<br>3.90 | 118.59 | s **3.05** | s **7.34** | s **6.12** | s 6.38 | s 8.42 | 9.45<br>A M LV | 10.45<br>A M LV | 11.45<br>A M LV | s 12.46 | 3.42<br>P M LV | s 4.45 | 5.15<br>P M LV | 6.48<br>P M LV | 6.00<br>A M LV | 7.25<br>P M LV | **8.23**<br>P M LV | 9.23<br>P M LV | 10.38<br>P M LV | 3.23 | **8.23** | ........ |
| .... **Halvern** ..........<br>2.44 | 114.69 | 2.56 | f **7.27** | 6.05 | f 6.31 | 8.35 | ........<br>Daily. | ........<br>Daily. | ........<br>Daily. | 12.39 | ........<br>Daily. | 4.38 | ........<br>Daily. | ........<br>Daily. | ........<br>Daily. | ........<br>Daily. | ........<br>Daily | ........<br>Daily. | ........<br>Mon., Thur. Sat. | 3.09 | 7.50 | ........ |
| d.. **Decoto** ...........<br>2.78 | 112.25 | s **2.51** | s 7.22 | s 6.01 | s 6.26 | s 8.30 | ........ | ........ | ........ | s 12.35 | ........ | s 4.35 | ........ | ........ | ........ | ........ | ........ | ........ | | **3.01** | 7.40 | ........ |
| **NILES** ........W. | 109.47 | **2.45** | 7.17 | Foot-note.<br>**5.55** | 6.20 | **8.25** | ........ | ........ | ........ | 12.30 | ........ | 4.30 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | **2.45** | **7.30** | ........ |
| d.. **NILES** ........W.<br>6.40 | 109.47 | s 2.40 | s 7.11 | s 5.48 | ........ | A M LV<br>Daily. | ........ | ........ | ........ | P M LV<br>Daily. | ........ | P M LV<br>Daily. | ........ | ........ | ........ | ........ | ........ | ........ | ........ | 2.00 | ........ | ........ |
| d.. **Sunol** ..........<br>5.20 | 103.07 | s 2.25 | s 6.56 | s 5.30 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | 1.09 | ........ | ........ |
| d.. **Pleasanton** ........<br>6.08 | 97.87 | s 2.15 | s 6.43 | s 5.20 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | 12.27 | ........ | ........ |
| d.. **Livermore** .....W.<br>8.09 | 91.79 | s 2.05 | 6.30<br>A M LV | s 5.07 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | P M<br>11.40<br>A M LV | ........ | ........ |
| .... **Altamont** ........<br>7.96 | 83.70 | s 1.47 | ........ | f 4.52 | ........ | 96 | 98 | 100 | 102 | 398 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | | | ........ |
| .... **Midway** ..........<br>5.66 | 75.74 | s 1.28 | ........ | f 4.33 | ........ | San Jose Passenger. | San Jose Passenger. | San Jose Passenger and Freight. | San Jose Passenger and Freight. | San Jose Passenger. | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | | | ........ |
| .... **Ellis** ............<br>2.14 | 70.08 | 1.17 | ........ | 4.22 | ........ | | | | | | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | | | ........ |
| dn. **TRACY** .......W. | 67.94 | 1.13<br>P M LV | ........ | 4.18<br>P M LV | ........ | Daily. | Daily. | Daily. Ex. Sun. | Daily. | Sunday Only. | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | | | ........ |
| San Jose Branch. d.. **NILES** .....W.<br>3.55 | 109.47 | ........ | ........ | ........ | s 6.20 | A M AR<br>s 7.07 | A M AR<br>s 9.55 | P M AR<br>s 2.20 | P M AR<br>s 5.45 | P M AR<br>s 2.40 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | Foot-note.<br>7.10 | ........ |
| .... **Irvington** ........<br>3.64 | 113.02 | ........ | ........ | ........ | s 6.13 | s 6.58 | s 9.48 | s 2.00 | s 5.37 | s 2.32 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | 6.45 | ........ |
| d.. **Warm Springs** ..<br>4.33 | 116.66 | ........ | ........ | ........ | s 6.07 | s 6.51 | s 9.42 | s 1.48 | s 5.28 | s 2.24 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | Foot-note.<br>**6.22** | ........ |
| d.. **Milpitas** ........<br>6.02 | 120.99 | ........ | ........ | ........ | s 5.59 | s 6.43 | s 9.34 | s 1.35 | s 5.18 | s 2.14 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | 5.58 | ........ |
| dn. **SAN JOSE** .W. | 127.01 | ........ | ........ | ........ | 5.45<br>A M LV | 6.30<br>A M LV | 9.20<br>A M LV | 1.15<br>P M LV | 5.05<br>P M LV | 2.00<br>P M LV | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | 5.35<br>P M LV | ........ |
| | | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. Ex. Sun. | Daily. | Sunday Only. | | | | | | | | | | Daily. Ex. Sun. | Daily. | |

☞ FOOT-NOTE.—Train No. 86 will have right of track against Train No. 93 at Niles until 7.30 p. m.

☞ FOOT-NOTE.—Train No. 87 will have right of track against Train No. 92 at Niles until 6.00 p. m.

☞ FOOT-NOTE.—Train No. 86 will have right of track against Train No. 101 at Warm Springs until 6.27 p. m.

☞ FOOT-NOTE.—Train No. 87 will have right of track against Train No. 552 at San Leandro until 5.27 p. m.

☞ FOOT-NOTE.—Conductors and Enginemen on trains known as "Haywards Local" may run their trains into Haywards station regardless of themselves as running opposing trains originating at that station.

☞ FOOT-NOTE.—Train No. 531 will have right of track against Train No. 534.

☞ FOOT-NOTE.—Train No. 547 will have right of track against Train No. 550.

☞ FOOT-NOTE.—Train No. 86 will have right of track against Train No. 567 at San Leandro until 9.10 p. m.

☞ FOOT-NOTE.—Trains Nos. 516 and 517 will, on their rights, meet at Elmhurst at 8.54 a. m.

☞ FOOT-NOTE.—Trains Nos. 546 and 547 will, on their rights, meet at Elmhurst at 3.55 p. m.

☞ FOOT-NOTE.—Trains Nos. 83 and 516, 87 and 550, 93 and 92, 547 and 84, 557 and 552 will, on their rights, meet on the double track west of Tower No. 3, avoiding a meet within the fire limits.

Train No. 552 will take siding at San Leandro for Train No. 87.

Freight work between Tracy and Livermore will be done by an extra train running on Tuesday and Friday only.

**Trains will stop as follows:**

At Seminary Park, all passenger trains, except Nos. 84 and 92, on signal.
At Fitchburg, all passenger trains, except Nos. 84 and 92, on signal.
At Elmhurst, all passenger trains, except Nos. 84 and 92, on signal.
At South San Leandro, all passenger trains, except Nos. 84 and 92, on signal.
At Cherry, all passenger trains, except Nos. 84 and 92, on signal.
At Wayne, all passenger trains on signal.
At Kimball's, Nos. 84, 88 and 92 on signal.
At Farwell's, Nos. 84, 88 and 92 on signal.
At Mayborg's, Nos. 84, 88 and 92 on signal.
At Brightside, Nos. 84, 88 and 92 on signal.
At Verona, Nos. 84, 88 and 92 on signal.
At "Remillards" (East Switch), Nos. 84 and 88 on signal.

# WESTERN DIVISION: Tracy, Ione and Sacramento.

## FROM SAN FRANCISCO.

**TIME TABLE**
**No. 32,**
**Nov. 19, 1896.**

| Third Class. | Second Class. | | | | First Class. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81 | 213 | 109 | 107 | 27 | 211 | 117 | 113 | 103 | 83 | 19 | DISTANCE FROM SAN FRANCISCO. | STATIONS. |
| Freight. | Placerville Passenger and Freight. | Freight and Passenger. | Way Freight. | Way Freight. | Placerville Passenger. | Ione Passenger and Freight. | Stockton Passenger. | Sacramento Passenger. | Stockton and Sacramento Express. | S. P. Atlantic Express. | | |
| Daily. | Daily. Ex. Sun. | Daily. | Daily. | Daily. Ex. Sun. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | | |
| | | | | | | | P M LV<br>4.30 | | A M LV<br>8.30 | A M LV<br>9.00 | 0.00 | .dn. **SAN FRANCISCO** |
| A M LV<br>2.45 | | P M LV<br>**4.18** | A M LV<br>5.45 | A M LV<br>3.30 | | | P M LV<br>8.20 | A M LV<br>7.25 | A M LV<br>11.59 | P M LV<br>12.20 | 71.73 | .dn. **TRACY** W.<br>3.09 |
| 2.57 | | 4.28 | 6.00 | 3.42 | | | s 8.27 | s 7.31 | P M<br>s 12.07 | 12.25 | 74.82 | .d.. Banta<br>8.00 |
| 3.25 | | 4.53 | **6.40** | **4.15**<br>A M AR | | | s 8.45 | s 7.49 | s 12.25 | s 12.40<br>P M AR | 82.82 | .dn. **LATHROP** W. |
| 3.25 | | 4.53 | **6.40** | | | | 8.45 | 7.49 | **12.50** | | 82.82 | .dn. **LATHROP** W<br>4.21 |
| **3.50** | | 5.07 | 7.00 | | | | f 8.54 | f 7.58 | f 12.58 | | 87.03 | .... French Camp<br>4.67 |
| 4.05<br>A M AR | | **5.22** | **8.09** | | | | s 9.05<br>P M AR | s **8.09** | s 1.08 | | 91.70 | .dn. Stockton W.<br>5.89 |
| | | 5.40 | 8.33 | | | | | f 8.21 | 1.20 | | 97.59 | .... Castle<br>3.49 |
| | | 5.52 | 8.47 | | | | | 8.27 | 1.27 | | 101.08 | .... Armstrong<br>3.21 |
| | | 6.07 | 9.50 | | | | | 8.35 | s 1.35 | | 104.29 | .d.. Lodi<br>2.92 |
| | | **6.20** | 10.25 | | | | | s 8.42 | s 1.42 | | 107.21 | .d.. Acampo<br>3.29 |
| | | 6.30 | 10.45 | | | | | f 8.48 | f 1.47 | | 110.50 | .... Forest Lake<br>2.10 |
| | | 6.37 | **11.20** | | | | | s 8.56 | s 1.52 | | 112.60 | .d.. **GALT** W. |
| | | | | | | | | | | | | Amador Branch. |
| | | | | | | P M LV<br>2.00 | | | | | 112.60 | .d.. **GALT** W.<br>8.85 |
| | | | | | | f 2.20 | | | | | 121.45 | .... Cicero<br>11.77 |
| | | | | | | s 3.05 | | | | | 133.22 | .... Carbondale<br>6.58 |
| | | | | | | s 3.35<br>P M AR | | | | | 139.80 | .d.. **IONE** W. |
| | | 6.37 | **11.20** | | | | | 8.56 | 1.52 | | 112.60 | .d.. **GALT** W<br>5 81 |
| | | 6.54 | 11.46 | | | | | f 9.08 | f 2.03 | | 118.41 | .... Arno<br>1.89 |
| | | 6.58 | 11.54 | | | | | f 9.11 | f **2.06** | | 120.30 | .... McConnells<br>3.54 |
| | | 7.10 | P M<br>12.10 | | | | | s 9.18 | s 2.14 | | 123.84 | .d.. Elk Grove<br>6.14 |
| | | 7.28 | 12.36 | | | | | s 9.31 | s 2.27 | | 129.98 | .d.. Florin<br>4.05 |
| | P M LV<br>4.20 | 7.40 | **12.57** | | A M LV<br>9.15 | | | s 9.40 | s 2.35 | | 134.03 | .d.. **BRIGHTON**<br>5.64 |
| | 4.45<br>P M AR | 8.00<br>P M AR | 1.25<br>P M AR | | s 9.30<br>A M AR | | | s 9.55<br>A M AR | s 2.50<br>P M AR | | 139.67 | .dn. **SACRAMENTO** |
| Daily. | Daily. Ex. Sun. | Daily. | Daily. | Daily. Ex. Sun. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | | |

Trains Nos. 83, 103 and 113 will stop at San Joaquin Bridge on signal.
Trains Nos. 211 and 213 will stop at Homestead on signal.

**The limits of Sacramento Yard will extend to and include switch at Homestead Station. See Rules 94 *c* and 95 *b*.**

# WESTERN DIVISION: Tracy, Ione and Sacramento.

TIME TABLE
No. 32,
Nov. 19, 1896.

## TOWARD SAN FRANCISCO.

| STATIONS. | DISTANCE FROM SACRAMENTO. | First Class. | | | | | | | | | | | Second Class. | | | | | Third Class. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 20<br>S. P. Pacific Express. | 84<br>Stockton & Sacramento Express. | 92<br>Stockton Passenger. | 104<br>Sacramento Passenger. | 114<br>Stockton Passenger. | 118<br>Ione Passenger and Freight. | 212<br>Placerville Passenger. | | | | | 28<br>Way Freight. | 108<br>Way Freight. | 110<br>Freight. | 214<br>Placerville Passenger and Freight. | | | | |
| | | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | | | | | Daily, Ex. Sun. | Daily. | Daily. | Daily. Ex. Sun. | | | | |
| dn. **SAN FRANCISCO** | 139.67 | P M AR<br>4.45 | P M AR<br>4.15 | P M AR<br>7.15 | ........ | A M AR<br>10.45 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ |
| dn. **TRACY** .......... W.<br>3.09 | 67.94 | P M AR<br>s 1.23 | P M AR<br>s 1.13 | P M AR<br>s **4.18** | P M AR<br>s 7.45 | A M AR<br>s 7.05 | ........ | ........ | ........ | ........ | ........ | ........ | P M AR<br>7.00 | P M AR<br>7.25 | A M AR<br>4.55 | ........ | ........ | ........ | ........ | ........ |
| d. Banta..............<br>8.00 | 64.85 | f 1.15 | s 1.06 | s 4.10 | s 7.33 | s 6.58 | ........ | ........ | ........ | ........ | ........ | ........ | 6.48 | 7.07 | 4.43 | ........ | ........ | ........ | ........ | ........ |
| dn. **LATHROP** ....... W. | 56.85 | 1.00<br>P M LV | **12.50** | 3.55 | 7.13 | **6.40** | ........ | ........ | ........ | ........ | ........ | ........ | 6.15<br>P M LV | 6.30 | **4.15** | ........ | ........ | ........ | ........ | ........ |
| dn. **LATHROP** ....... W.<br>4.21 | 56.85 | ........ | s 12.30 | s 3.55 | s 7.13 | s **6.40** | ........ | ........ | ........ | ........ | ........ | ........ | ....... | 6.30 | 4.15 | ........ | ........ | ........ | ........ | ........ |
| ....French Camp.........<br>4.67 | 52.64 | ........ | f 12.19 | f 3.46 | f 7.02 | f 6.32 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | 6.10 | **3.50** | ........ | ........ | ........ | ........ | ........ |
| dn. Stockton.......... W.<br>5.89 | 47.97 | ........ | s 12.10<br>P M | 3.40<br>P M LV | s 6.53 | 6.25<br>A M LV | ........ | ........ | ........ | ........ | ........ | ........ | ........ | 5.50<br>**5.22** | 3.35 | ........ | ........ | ........ | ........ | ........ |
| ....Castle. .............<br>3.49 | 42.08 | ........ | f 11.53 | ........ | f 6.38 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | 4.25 | 3.07 | ........ | ........ | ........ | ........ | ........ |
| .... Armstrong ..........<br>3.21 | 38.59 | ........ | 11.45 | ........ | 6.32 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | .... ... | 4.07 | 2.56 | ........ | ........ | ........ | ........ | ........ |
| d. Lodi ..............<br>2.92 | 35.38 | ........ | s 11.38 | ........ | s 6.26 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | 3.50 | 2.46 | ........ | ........ | ........ | ........ | ........ |
| d. Acampo.............<br>3.29 | 32.46 | ........ | s 11.31 | ........ | s **6.20** | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | 3.22 | 2.37 | ........ | ........ | ........ | ........ | ........ |
| ....Forest Lake..........<br>2.10 | 29.17 | ........ | f 11.24 | ........ | f 6.14 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | 3.02 | 2.27 | ........ | ........ | ........ | ........ | ........ |
| d. **GALT** ........... W. | 27.07 | ....... | **11.20** | ........ | 6.10 | ....... | ........ | ........ | ........ | ........ | ........ | ........ | ........ | 2.50 | 2.20 | ........ | ........ | ........ | ........ | ........ |
| Amador Branch.<br>d. **GALT** ....... W.<br>8.85 | 27.07 | ........ | ........ | ........ | ........ | ........ | A M AR<br>s 10.55 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ |
| ....Cicero ..........<br>11.77 | 35.92 | ........ | ........ | ........ | ........ | ........ | f 10.20 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ |
| ....Carbondale.....<br>6.58 | 47.69 | ........ | ........ | ........ | ........ | ........ | s 9.30 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ |
| d. **IONE**........ W. | 54.27 | ........ | ........ | ........ | ........ | ........ | 9.00<br>A M LV | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ |
| d. **GALT** .......... W.<br>5.81 | 27.07 | ........ | s **11.20** | ........ | s 6.10 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | 2.50 | 2.20 | ........ | ........ | ........ | ........ | ........ |
| ...Arno...............<br>1.89 | 21.26 | ........ | f 11.05 | ........ | f 5.59 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | 2.17 | 2.02 | ........ | ........ | ........ | ........ | ........ |
| ....McConnells..........<br>3.54 | 19.37 | ........ | f 11.02 | ........ | f 5.56 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | **2.06** | 1.57 | ........ | ........ | ........ | ........ | ........ |
| d. Elk Grove...........<br>6.14 | 15.83 | ........ | s 10.54 | ........ | s 5.48 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | 1.45 | 1.46 | ........ | ........ | ........ | ........ | ........ |
| d. Florin..............<br>4.05 | 9.69 | ........ | s 10.42 | ........ | s 5.37 | ........ | ........ | ........ | ........ | ........ | ........ | ........ | ........ | 1.15 | 1.28 | ........ | ........ | ........ | ........ | ........ |
| d. **BRIGHTON** ........<br>5.64 | 5.64 | ........ | s 10.33 | ........ | s 5.28 | ........ | ........ | P M AR<br>s 3.30 | ........ | ........ | ........ | ........ | ........ | **12.57** | 1.17 | A M AR<br>7.30 | ........ | ........ | ........ | ........ |
| dn. **SACRAMENTO** .... | 0.00 | ........ | 10.20<br>A M LV | ........ | 5.15<br>P M LV | ........ | ........ | 3.15<br>P M LV | ... .... | ........ | ........ | ........ | ........ | 12.30<br>P M LV | 1.00<br>A M LV | 7.00<br>A M LV | ........ | ........ | ........ | ........ |
| | | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | | | | | Daily, Ex. Sun. | Daily. | Daily. | Daily. Ex. Sun. | | | | |

Trains Nos. 84, 92 and 114 will stop at San Joaquin Bridge on signal.

Trains Nos. 212 and 214 will stop at Homestead on signal.

**No train will leave Sacramento station without an order permitting it to do so, or a clearance card.**

**The limits of Sacramento yard will extend to and include switch at Homestead station. See Rules 94 *c* and 95 *b*.**

# WESTERN DIVISION: Lathrop and Fresno.

| FROM SAN FRANCISCO. | | | | | | | | | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 32, Nov. 19, 1896. | DISTANCE FROM FRESNO. | TOWARD SAN FRANCISCO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Third Class. | | | | | First Class. | | | | | | | First Class. | | | | Third Class. | | | | |
| | | | 27<br>*Way Freight.<br>Daily. Ex. Sun. | | | | 59<br>Raymond Passenger.<br>Daily. | 19<br>S. P. Atlantic Express.<br>Daily. | | STATIONS. | | 20<br>S. P. Pacific Express.<br>Daily. | 60<br>Raymond Passenger.<br>Daily. | | | | 28<br>*Way Freight.<br>Daily. Ex. Sun. | | | |
| | | | | | | | | A M LV<br>9.00 | 0.00 | **SAN FRANCISCO** | 206.65 | P M AR<br>4.45 | | | | | | | | |
| | | | A M LV<br>4.30 | | | | | P M LV<br>1.05 | 94.34 | .dn... **LATHROP** ...W.<br>5.50 | 112.31 | P M AR<br>s 12.35 | | | | | P M AR<br>6.00 | | | |
| | | | 4.51 | | | | | f 1.18 | 99.84 | **Morrano**<br>4.72 | 106.81 | f 12.24 | | | | | 5.39 | | | |
| | | | 5.08 | | | | | s 1.28 | 104.56 | .d...... **Ripon**<br>3.02 | 102.09 | s 12.16 | | | | | 5.22 | | | |
| | | | 5.20 | | | | | s 1.35 | 107.58 | **Salida**<br>6.76 | 99.07 | f 12.09 | | | | | 5.10 | | | |
| | | | 6.00 | | | | | s 1.53 | 114.34 | .d..... **Modesto** .....W.<br>4.31 | 92.31 | P M<br>s 11.58 | | | | | 4.45 | | | |
| | | | 6.17 | | | | | s 2.02 | 118.65 | .d...... **Ceres**<br>3.33 | 88.00 | s 11 46 | | | | | 4.10 | | | |
| | | | 6.28 | | | | | f 2.09 | 121.98 | **Keyes**<br>5.41 | 84.67 | f 11.40 | | | | | 3.54 | | | |
| | | | 6.48 | | | | | s 2.21 | 127.39 | .d..... **Turlock**<br>5.80 | 79.26 | s 11.30 | | | | | 3.28 | | | |
| | | | 7.09 | | | | | f 2.32 | 133.19 | **Delhi.**<br>4.30 | 73.46 | f 11.20 | | | | | 3.02 | | | |
| | | | 7.24 | | | | | s **2.42** | 137.49 | .d..... **Livingston** ....W.<br>2.60 | 69.16 | s 11.12 | | | | | **2.42** | | | |
| | | | 7.34 | | | | | f 2.47 | 140.09 | **Arena**<br>4.19 | 66.56 | f 11.07 | | | | | 2.23 | | | |
| | | | 7.50 | | | | | s 2.57 | 144.28 | **Atwater**<br>7.45 | 62.37 | s 10.59 | | | | | 2.07 | | | |
| | | | 8.50 | | | | | s 3.16 | 151.73 | .dn... **MERCED** ....W.<br>6.00 | 54.92 | s 10.45 | | | | | 1.35 | | | |
| | | | 9.16 | | | | | f 3.28 | 157.73 | **Lingard.**<br>3.91 | 48.92 | f 10.30 | | | | | 12.47 | | | |
| | | | 9.33 | | | | | s 3.37 | 161.64 | .d..... **Athlone**<br>6.36 | 45.01 | s 10.24 | | | | | 12.32 | | | |
| | | | **10.12** | | | | | s 3.50 | 168.00 | .d.... **Minturn**<br>5.30 | 38.65 | s **10.12** | | | | | 12 01 | | | |
| | | | 10.32 | | | | | f 4.01 | 173.30 | **Califa**<br>4.29 | 33.35 | f 10.04 | | | | | P M<br>11.34 | | | |
| | | | **11.13** | | | | A M LV<br>10.05 | s 4.14 | 177.59 | .d.... **BERENDA** ...W.<br>7.44 | 29.06 | s 9.56 | P M AR<br>s 3.50 | | | | **11.13** | | | |
| | | | 11.59 | | | | s **10.25** | s 4.33 | 185.03 | .d..... **Madera**<br>2.78 | 21.62 | s 9.40 | s 3.33 | | | | **10.25** | | | |
| | | | P M<br>12.09 | | | | f 10.32 | f 4.40 | 187.81 | **Borden.**<br>3.50 | 18.84 | f 9.33 | f 3.26 | | | | 10.05 | | | |
| | | | 12.22 | | | | f 10.39 | f 4.47 | 191.31 | **Irrigosa** (Spur)<br>5.49 | 15.34 | f 9.26 | f 3.17 | | | | 9.50 | | | |
| | | | 12.40 | | | | f 10.52 | f 4.59 | 196.80 | **Herndon** .....W.<br>4.50 | 9.85 | f 9.17 | f 3.04 | | | | 9.33 | | | |
| | | | 12.56 | | | | f 11.02 | f 5.08 | 201.30 | **Muscatel**<br>5.35 | 5.35 | f 9.09 | f 2.53 | | | | 9.20 | | | |
| | | | 1.15<br>P M AR | | | | s 11.15<br>A M AR | s 5.20<br>P M AR | 206.65 | .dn.... **FRESNO** ....W. | 0.00 | **9.00**<br>A M LV | 2.40<br>P M LV | | | | **9.00**<br>A M LV | | | |
| | | | Daily. Ex. Sun. | | | | Daily. | Daily. | | | | Daily. | Daily. | | | | Daily. Ex. Sun. | | | |
| | | | | | | | | 1.30<br>P M AR | | **EL PASO** | | 2.35<br>P M LV | | | | | | | | |

* Trains Nos. 27 and 28 may carry passengers, but no baggage; if any offered it must go on passenger train.

**No Train will leave Fresno station without an order permitting it to do so, or a clearance card.**

# WESTERN DIVISION.

## BERENDA AND RAYMOND.

| FROM SAN FRANCISCO. First Class. | | | | TIME TABLE No. 32, Nov. 19, 1896. | | TOWARD SAN FRANCISCO. First Class. | | |
|---|---|---|---|---|---|---|---|---|
| | | 55<br>Passenger and Freight.<br>Daily. | DISTANCE FROM SAN FRANCISCO. | STATIONS. | DISTANCE FROM RAYMOND. | 56<br>Passenger and Freight.<br>Daily. | | |
| | | P M LV<br>4.20 | 177.59 | d **BERENDA** W<br>5.89 | 21.00 | A M AR<br>s 9.45 | | |
| | | f 4.35 | 183.48 | Talbot<br>5.69 | 15.11 | f 9.25 | | |
| | | f 4.55 | 189.17 | Daulton<br>7.03 | 9.42 | f 9.05 | | |
| | | f 5.24 | 196.20 | Herbert<br>1.09 | 2.39 | f 8.25 | | |
| | | f 5.31 | 197.29 | Knowles (Spur)<br>1.30 | 1.30 | f 8.18 | | |
| | | s 5.40<br>P M AR | 198.59 | d **RAYMOND** | 0.00 | 8.10<br>A M LV | | |
| | | Daily. | | | | Daily. | | |

## STOCKTON AND MERCED.

| FROM SAN FRANCISCO. 2d Class. | First Class. | | | TIME TABLE No. 32, Nov. 19, 1896. | | TOWARD SAN FRANCISCO. First Class. | | 2d Class. |
|---|---|---|---|---|---|---|---|---|
| 115<br>Passenger and Freight.<br>Daily. Ex. Sun. | 53<br>Passenger and Freight.<br>Daily. Ex. Sun. | 51<br>*Passenger<br>Daily. Ex. Sun. | DISTANCE FROM SAN FRANCISCO. | STATIONS. | DISTANCE FROM MERCED. | 52<br>*Passenger<br>Daily. Ex. Sun. | 54<br>Passenger and Freight.<br>Daily. Ex. Sun. | 116<br>Passenger and Freight.<br>Daily. Ex. Sun. |
| A M LV<br>5.50 | P M LV<br>1.15 | P M LV<br>5.30 | 103.22 | dn **STOCKTON** W<br>6.50 | 74.60 | A M AR<br>s 9.40 | P M AR<br>s 3.35 | P M AR<br>2.45 |
| 6.10 | f 1.28 | f 5.43 | 109.72 | Charleston (Spur)<br>2.50 | 68.10 | f 9.24 | f 3.22 | 2.24 |
| 6.17 | f 1.33 | f 5.48 | 112.22 | Walthall (Spur)<br>2.00 | 65.60 | f 9.19 | f 3.17 | 2.18 |
| 6.24 | f 1.38 | f 5.53 | 114.22 | Holden (Spur)<br>4.00 | 63.60 | f 9.13 | f 3.12 | 2.10 |
| 6.35 | s 1.47 | s 6.02 | 118.22 | d **PETERS** W | 59.60 | 9.05 | 3.03 | 2.00 |
| | 1.47 | | 118.22 | d **PETERS** W<br>7.00 | 59.60 | | s 3.03 | MILTON BRANCH. |
| | f 2.01 | | 125.22 | Waverly<br>8.00 | 66.60 | | f 2.49 | |
| | s 2.15<br>P M AR | | 133.22 | d Milton | 74.60 | | 2.35<br>P M LV | |
| 6.35 | | 6.02 | 118.22 | d **PETERS** W<br>4.50 | 59.60 | s 9.05 | | 2.00 |
| 6.51 | | s 6.12 | 122.72 | d Farmington<br>3.50 | 55.10 | s 8.55 | | 1.45 |
| 7.02 | | f 6.20 | 126.22 | Trigo (Spur)<br>2.50 | 51.60 | f 8.47 | | 1.28 |
| 7.12 | | f 6.27 | 128.72 | Cometa<br>2.00 | 49.10 | f 8.40 | | 1.18 |
| 7.19 | | f 6.32 | 130.72 | Clyde (Spur)<br>4.50 | 47.10 | f 8.33 | | 1.10 |
| 7.33 | | f 6.42 | 135.22 | Burnetts (Spur)<br>2.00 | 42.60 | f 8.24 | | 12.57 |
| 7.53 | | s 6.48 | 137.22 | d Oakdale W<br>4.00 | 40.60 | s 8.20 | | 12.50 |
| **8.10** | | f 6.58 | 141.22 | Claribel<br>6.10 | 36.60 | f **8.10** | | 12.23 |
| 8.35 | | s 7.12 | 147.32 | d Waterford<br>1.60 | 30.50 | s 7.55 | | 12.05<br>P M |
| 8.45 | | s 7.15 | 148.92 | d Hickman<br>5.80 | 28.90 | s 7.52 | | 11.50 |
| 9.05<br>A M AR | | s 7.28 | 154.72 | d Montpellier W<br>6.20 | 23.10 | s 7.37 | | 11.30<br>A M LV |
| | | f 7.43 | 160.92 | Ryer<br>3.70 | 16.90 | f 7.18 | | |
| | | f 7.53 | 164.62 | Arundel (Spur)<br>2.80 | 13.20 | f 7.08 | | |
| | | f 8.01 | 167.42 | Amsterdam.<br>10.40 | 10.40 | f 7.00 | | |
| | | s 8.30<br>P M AR | 177.82 | dn **MERCED** W | 0.00 | 6.35<br>A M LV | | |
| Daily. Ex. Sun. | Daily. Ex. Sun. | Daily. Ex. Sun. | | | | Daily. Ex. Sun. | Daily. Ex. Sun. | Daily. Ex .Sun. |

Train No. 53 has right of track against Train No. 54.

*Trains Nos. 51 and 52 will carry freight between Merced and Montpellier.

# WESTERN DIVISION: South Vallejo, Suisun and Calistoga.

## FROM SAN FRANCISCO.

| Third Class. | | | | Second Class. | | | | | | First Class. | | | | | | | | | Distance from San Francisco. | TIME TABLE No. 32, Nov. 19, 1896.<br>STATIONS: |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 57 | 37 | | | | | 49 | 47 | | | | | 45 | 43 | 41 | 35 | 33 | | |
| | | Calistoga Passenger and Freight | Calistoga Freight. | | | | | Suisun Passenger and Freight. | Suisun Passenger and Freight. | | | | | Santa Rosa Passenger. | Santa Rosa Passenger. | Santa Rosa Passenger and Freight. | Calistoga Passenger. | Calistoga Passenger. | | |
| | | Daily. Ex. Sun. | Daily. Ex. Sun. | | | | | Daily. | Daily. | | | | | Sunday Only. | Daily. | Daily. Ex. Sun. | Daily. | Daily. | | |
| | | | | | | | | | | | | | | A M LV<br>7.30 | P M LV<br>4.00 | A M LV<br>7.30 | P M LV<br>4.00 | A M LV<br>7.30 | 0.00 | ....SAN FRANCISCO.. |
| | | | | | | | | P M LV<br>3.50 | A M LV<br>6.40 | | | | | A M LV<br>9.17 | P M LV<br>5.37 | A M LV<br>9.17 | P M LV<br>5.45 | A M LV<br>9.25 | 31.01 | .d..SO. VALLEJO ..W.<br>1.10 |
| | | | | | | | | s 3.55 | s 6.45 | | | | | s 9.20 | s 5.40 | s 9.20 | s 5.48 | s 9.28 | 32.11 | ....North Vallejo........<br>3.28 |
| | | | | | | | | f 4.06 | f 6.55 | | | | | f 9.28 | f 5.48 | f 9.28 | 5.55 | 9.35 | 35.39 | ....Flosden............<br>2.92 |
| | | | | | | | | s 4.15 | s **7.15** | | | | | s 9.35<br>A M AR | s 5.55<br>P M AR | s 9.35<br>A M AR | s **6.00** | s **9.40** | 38.31 | .d..NAPA JUNCTION. |
| | | P M LV<br>6.00 | | | | | | 4.30 | 7.23 | | | | | | | | | | 38.31 | .d..NAPA JUNCTION.<br>3.66 |
| | | f 6.20 | | | | | | f 4.42 | f 7.38 | | | | | | | | | | 41.97 | ....Creston ..........W.<br>3.92 |
| | | s 6.42 | | | | | | s 4.53 | s 7.55 | | | | | | | | | | 45.89 | .d..Cordelia............<br>5.22 |
| | | s 7.10<br>P M AR | | | | | | s 5.03<br>P M AR | s 8.10<br>A M AR | | | | | | | | | | 51.11 | .d..SUISUN ........W. |
| | | | A M LV<br>**7.23** | | | | | | | | | | | | | | 6.01 | 9.40 | 38.31 | .d..NAPA JUNCTION<br>3.75 |
| | | | 7.40 | | | | | | | | | | | | | | f 6.08 | f 9.46 | 42.06 | ....Thompson (Spur).......<br>4.41 |
| | | | 8.25 | | | | | | | | | | | | | | s 6.18 | s 9.58 | 46.47 | .d..Napa.............W.<br>4.64 |
| | | | 8.50 | | | | | | | | | | | | | | f 6.27 | f 10.08 | 51.11 | ....Oak Knoll...........<br>3.94 |
| | | | 9.11 | | | | | | | | | | | | | | s 6.33 | s 10.18 | 55.05 | .d..Yountville ........W.<br>3.44 |
| | | | 9.30 | | | | | | | | | | | | | | s 6.40 | s 10.25 | 58.49 | .d..Oakville.............<br>1.89 |
| | | | 9.45 | | | | | | | | | | | | | | s 6.44 | s 10.30 | 60.38 | .d..Rutherford ...... ..<br>1.94 |
| | | | 10.00 | | | | | | | | | | | | | | f 6.48 | f 10.33 | 62.32 | ....Zinfandel............<br>2.04 |
| | | | **10.39** | | | | | | | | | | | | | | s 6.54 | s **10.39** | 64.36 | ....St. Helena ..........<br>1.99 |
| | | | 10.52 | | | | | | | | | | | | | | f 6.58 | f 10.43 | 66.35 | ....Barro......... ....<br>2.18 |
| | | | 11.02 | | | | | | | | | | | | | | f 7.02 | f 10.47 | 68.53 | ....Bale (Spur).........W.<br>1.41 |
| | | | 11.08 | | | | | | | | | | | | | | f 7.05 | f 10.50 | 69.94 | ....Maple............W.<br>2.85 |
| | | | 11.20<br>A M AR | | | | | | | | | | | | | | s 7.10<br>P M AR | s 10.55<br>A M AR | 72.79 | .d..CALISTOGA ....W. |
| | | Daily. Ex. Sun. | Daily. Ex. Sun | | | | | Daily. | Daily. | | | | | Sunday Only. | Daily. | Daily. Ex. Sun. | Daily. | Daily. | | |

Trains Nos. 33 and 35 will stop at Suscol on signal.
Trains Nos. 33 and 35 will stop at Middleton on signal.
Trains Nos. 33 and 35 will stop at Union on signal.
Trains Nos. 33 and 35 will stop at Trubody on signal.
Trains Nos. 33 and 35 will stop at Crane on signal.
Trains Nos. 41, 43 and 45 will stop at Orphans' Home on signal.

# WESTERN DIVISION: South Vallejo, Suisun and Calistoga.

| TIME TABLE No. 32, Nov. 19, 1896. | DISTANCE FROM CALISTOGA. | TOWARD SAN FRANCISCO. | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | First Class. | | | | | | | | | Second Class. | | | | | | Third Class. | | | |
| STATIONS. | | 34 | 36 | 42 | 44 | 46 | | | | | 48 | 50 | | | | | 38 | 58 | | |
| | | Calistoga Passenger. | Calistoga Passenger. | Santa Rosa Passenger. | Santa Rosa Passenger and Freight. | Santa Rosa Passenger. | | | | | Suisun Passenger and Freight. | Suisun Passenger and Freight. | | | | | Calistoga Freight. | Calistoga Passenger and Freight. | | |
| | | Daily. | Daily. | Daily. | Daily. Ex. Sun. | Sunday Only. | | | | | Daily. | Daily. | | | | | Daily. Ex. Sun. | Daily. Ex. Sun. | | |
| **SAN FRANCISCO** | 72.79 | P M AR<br>6.15 | A M AR<br>9.15 | A M AR<br>9.15 | P M AR<br>6.15 | P M AR<br>6.15 | | | | | | | | | | | | | | |
| d. **SO. VALLEJO** W<br>1.10 | 41.78 | P M AR<br>s 4.45 | A M AR<br>s 7.37 | A M AR<br>s 7.32 | P M AR<br>s 4.40 | P M AR<br>s 4.40 | | | | | A M AR<br>s 10.10 | P M AR<br>s 6.30 | | | | | | | | |
| North Vallejo<br>3.28 | 40.68 | s 4.42 | s 7.34 | s 7.29 | s 4.37 | s 4.37 | | | | | s 10.05 | s 6.25 | | | | | | | | |
| Flosden<br>2.92 | 37.40 | 4.36 | 7.28 | f 7.21 | f 4.29 | f 4.29 | | | | | f 9.52 | f 6.11 | | | | | | | | |
| d. **NAPA JUNCTION** | 34.48 | 4.30 | 7.23 | **7.15**<br>A M LV | 4.23<br>P M LV | 4.23<br>P M LV | | | | | **9.40** | **6.00** | | | | | | | | |
| d. **NAPA JUNCTION**<br>3.66 | 34.48 | | | | | | | | | | s 9.35 | s 5.53 | | | | | | A M AR<br>s 6.50 | | |
| Creston. W<br>3.92 | 38.14 | | | | | | | | | | f 9.21 | f 5.42 | | | | | | f 6.30 | | |
| d. Cordelia<br>5.22 | 42.06 | | | | | | | | | | s 9.07 | s 5.30 | | | | | | s 6.00 | | |
| d. **SUISUN** W | 47.28 | | | | | | | | | | 8.55<br>A M LV | 5.20<br>P M LV | | | | | | 5.30<br>A M LV | | |
| d. **NAPA JUNCTION**<br>3.75 | 34.48 | s 4.29 | s **7.23** | | | | | | | | | | | | | | P M AR<br>4.45 | | | |
| Thompson (Spur)<br>4.41 | 30.73 | f 4.21 | f 7.15 | | | | | | | | | | | | | | 4.30 | | | |
| d. Napa W<br>4.64 | 26.32 | s **4.11** | s 7.08 | | | | | | | | | | | | | | **4.11** | | | |
| Oak Knoll<br>3.94 | 21.68 | f 3.55 | f 6.55 | | | | | | | | | | | | | | 3.00 | | | |
| d. Yountville W<br>3.44 | 17.74 | s 3.46 | s 6.48 | | | | | | | | | | | | | | 2.32 | | | |
| d. Oakville<br>1.89 | 14.30 | s 3.38 | s 6.42 | | | | | | | | | | | | | | 2.07 | | | |
| d. Rutherford<br>1.94 | 12.41 | s 3.34 | s 6.38 | | | | | | | | | | | | | | 1.53 | | | |
| Zinfandel<br>2.04 | 10.47 | f 3.29 | f 6.34 | | | | | | | | | | | | | | 1.40 | | | |
| St. Helena<br>1.99 | 8.43 | s 3.25 | s 6.31 | | | | | | | | | | | | | | 1.25 | | | |
| Barro<br>2.18 | 6.44 | f 3.19 | f 6.27 | | | | | | | | | | | | | | 1.00 | | | |
| Bale (Spur) W<br>1.41 | 4.26 | f 3.14 | f 6.23 | | | | | | | | | | | | | | 12.49 | | | |
| Maple W<br>2.85 | 2.85 | f 3.11 | f 6.20 | | | | | | | | | | | | | | 12.43 | | | |
| d. **CALISTOGA** W | 0.00 | 3.05<br>P M LV | 6.15<br>A M LV | | | | | | | | | | | | | | 12.30<br>P M LV | | | |
| | | Daily. | Daily. | Daily. | Daily. Ex. Sun. | Sunday Only. | | | | | Daily. | Daily. | | | | | Daily. Ex. Sun. | Daily. Ex. Sun. | | |

Trains Nos. 34 and 36 will stop at Suscol on signal.
Trains Nos. 34 and 36 will stop at Middleton on signal.
Trains Nos. 34 and 36 will stop at Union on signal.
Trains Nos. 34 and 36 will stop at Trubody on signal.
Trains Nos. 34 and 36 will stop at Crane on signal.
Trains Nos. 42, 44 and 46 will stop at Orphans' Home on signal.

# WESTERN DIVISION.

## NAPA JUNCTION AND SANTA ROSA.

| From San Francisco | | | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 32, Nov. 19, 1896. | DISTANCE FROM SANTA ROSA. | Toward San Francisco | | |
|---|---|---|---|---|---|---|---|---|
| FIRST CLASS. | | | | | | FIRST CLASS. | | |
| 45 | 43 | 41 | | | | 42 | 44 | 46 |
| Santa Rosa Passenger. | Santa Rosa Passenger. | Santa Rosa Passenger and Freight. | | STATIONS. | | Santa Rosa Passenger. | Santa Rosa Passenger and Freight. | Santa Rosa Passenger. |
| Sunday Only. | Daily. | Daily. Ex. Sun. | | | | Daily. | Daily. Ex. Sun. | Sunday Only. |
| A M LV<br>7.30 | P M LV<br>4.00 | A M LV<br>7.30 | 0.00 | ....**SAN FRANCISCO**.... | 75.01 | A M AR<br>9.15 | P M AR<br>6.15 | P M AR<br>6.15 |
| A M LV<br>9.17 | P M LV<br>5.37 | A M LV<br>9.17 | 31.01 | .d....**SO. VALLEJO**...W. | 44.00 | A M AR<br>7.32 | P M AR<br>4.40 | P M AR<br>4.40 |
| A M LV<br>9.40 | P M LV<br>6.01 | A M LV<br>9.45 | 38.31 | .d..**NAPA JUNCTION**...<br>7.20 | 36.70 | A M AR<br>s 7.14 | P M AR<br>s 4.22 | P M AR<br>s 4.22 |
| f 9.53 | f 6.13 | f 10.02 | 45.51 | .........Merazo.........<br>4.80 | 29.50 | f 7.03 | f 3.50 | f 4.05 |
| s 10.02 | s 6.21 | s 10.15 | 50.31 | .........Shellville.........<br>4.50 | 24.70 | s 6.55 | s 3.31 | s 3.54 |
| s 10.10 | s 6.28 | s 10.28 | 54.81 | .d......El Verano......W.<br>2.40 | 20.20 | s 6.48 | s 3.13 | s 3.44 |
| f 10.16 | f 6.32 | f 10.37 | 57.21 | ......Sobre Vista (Spur)......<br>0.70 | 17.80 | f 6.44 | f 3.03 | f 3.39 |
| f 10.19 | f 6.34 | f 10.39 | 57.91 | ..........Yulupa.........<br>1.30 | 17.10 | f 6.42 | f 3.01 | f 3.37 |
| f 10.24 | f 6.37 | f 10.46 | 59.21 | ..........Gelston.........<br>0.90 | 15.80 | f 6.39 | f 2.56 | f 3.34 |
| s 10.28 | s 6.39 | s 10.50 | 60.11 | .d......Glen Ellen........<br>0.60 | 14.90 | s 6.37 | s 2.52 | s 3.32 |
| f 10.30 | f 6.41 | f 10.52 | 60.71 | .........Warfield.........<br>1.40 | 14.30 | f 6.35 | f 2.48 | f 3.29 |
| f 10.34 | f 6.44 | f 10.56 | 62.11 | ..........Beltane.........<br>1.70 | 12.90 | f 6.32 | f 2.43 | f 3.26 |
| f 10.40 | f 6.47 | f 11.00 | 63.81 | .........Wildwood.........<br>0.70 | 11.20 | f 6.29 | f 2.38 | f 3 22 |
| s 10.45 | s 6.49 | s 11.10 | 64.51 | .d.......Kenwood.........<br>2.10 | 10.50 | s 6.27 | s 2.35 | s 3.20 |
| f 10.50 | f 6.53 | f 11.18 | 66.61 | .......Los Guilicos.......<br>1.30 | 8.40 | f 6.22 | f 2.23 | f 3.13 |
| f 10.53 | f 6.56 | f 11.22 | 67.91 | ..........Annadel.........<br>2.50 | 7.10 | f 6.19 | f 2.19 | f 3.10 |
| f 10.59 | f 7.01 | f 11.30 | 70.41 | ..........Melitta..........<br>4.60 | 4.60 | f 6.14 | f 2.12 | f 3.05 |
| s 11.10<br>A M AR | s 7.10<br>P M AR | s 11.45<br>A M AR | 75.01 | .d..**SANTA ROSA**....W. | 0.00 | 6.05<br>A M LV | 2.00<br>P M LV | 2.55<br>P M LV |
| Sunday Only. | Daily. | Daily. Ex. Sun. | | | | Daily. | Daily. Ex. Sun. | Sunday Only. |

## ELMIRA AND RUMSEY.

| From San Francisco | | | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 32, Nov. 19, 1896. | DISTANCE FROM RUMSEY. | Toward San Francisco | | |
|---|---|---|---|---|---|---|---|---|
| FIRST CLASS. | | | | | | FIRST CLASS. | | |
| | 63 | 61 | | | | 62 | 64 | |
| | Vacaville Passenger. | Rumsey Passenger and Freight. | | STATIONS. | | Rumsey Passenger and Freight. | Vacaville Passenger. | |
| | Daily. | Daily. | | | | Daily. | Daily. | |
| ........ | P M LV<br>4.00 | A M LV<br>7.00 | 0.00 | ....**SAN FRANCISCO**....<br>60.32 | 111.37 | P M AR<br>6.45 | A M AR<br>11.15 | ........ |
| ........ | P M LV<br>7.15 | A M LV<br>10.17 | 60.32 | .d......**ELMIRA**......W.<br>4.24 | 51.05 | P M AR<br>s 3.53 | A M AR<br>s 8.20 | ........ |
| ........ | s 7.25<br>P M AR | s 10.34 | 64.56 | .d.......Vacaville.........<br>1.89 | 46.81 | s 3.42 | 8.10<br>A M LV | ........ |
| ........ | ........ | f 10.38 | 66.45 | .........Violet (Spur).......<br>2.82 | 44.92 | f 3.24 | ........ | ........ |
| ........ | ........ | f 10.45 | 69.27 | .......Hartley (Spur).......<br>1.95 | 42.10 | f 3.18 | ........ | ........ |
| ........ | ........ | f 10.49 | 71.22 | ......Allendale (Spur)......<br>3.63 | 40.15 | f 3.13 | ........ | ........ |
| ........ | ........ | f 10.57 | 74.85 | .........Wolfskill.........<br>1.97 | 36.52 | f 3.04 | ........ | ........ |
| ........ | ........ | s 11.04 | 76.82 | .d........Winters.......W.<br>4.37 | 34.55 | s 3.00 | ........ | ........ |
| ........ | ........ | f 11.14 | 81.19 | ...........Ely...........<br>3.15 | 30.18 | f 2.38 | ........ | ........ |
| ........ | ........ | f 11.21 | 84.34 | .........Citrona..........<br>3.33 | 27.03 | f 2.31 | ........ | ........ |
| ........ | ........ | s 11.32 | 87.67 | .........Madison......W.<br>3.10 | 23.70 | s 2.24 | ........ | ........ |
| ........ | ........ | s 11.42 | 90.77 | .........Esparto.......W.<br>2.60 | 20.60 | s 2.16 | ........ | ........ |
| ........ | ........ | f 11.49 | 93.37 | ..........Capay..........<br>4.10 | 18.00 | f 2.08 | ........ | ........ |
| ........ | ........ | f 11.59 | 97.47 | ........Cadanassa........<br>4.20 | 13.90 | f 1.54 | ........ | ........ |
| ........ | ........ | P M<br>f 12.10 | 101.67 | .........Tancred.........<br>2.50 | 9.70 | f 1.41 | ........ | ........ |
| ........ | ........ | f 12.17 | 104.17 | ..........Surrey..........<br>1.00 | 7.20 | f 1.33 | ........ | ........ |
| ........ | ........ | f 12.20 | 105.17 | .........Amaranth.........<br>1.20 | 6.20 | f 1.30 | ........ | ........ |
| ........ | ........ | s 12.26 | 106.37 | .d........Guinda..........<br>0.70 | 5.00 | s 1.26 | ........ | ........ |
| ........ | ........ | f 12.28 | 107.07 | .........Sauterne.........<br>1.70 | 4.30 | f 1.21 | ........ | ........ |
| ........ | ........ | f 12.32 | 108.77 | .........Cashmere.........<br>2.60 | 2.60 | f 1.17 | ........ | ........ |
| ........ | ........ | s 12.40<br>P M AR | 111.37 | ........**RUMSEY**......W. | 0.00 | 1.10<br>P M LV | ........ | ........ |
| | Daily. | Daily. | | | | Daily. | Daily. | |

Train No. 61 has right of track against Train No. 62.

# WESTERN DIVISION: Bracks and Valley Spring.

| FROM SAN FRANCISCO. | | | | | | | | | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 32, Nov. 19, 1896. | DISTANCE FROM VALLEY SPRING. | TOWARD SAN FRANCISCO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Second Class. | | | | | First Class. | | | | | | | First Class. | | | | Second Class. | | | | |
| | | | | 205 | | | 203 | 201 | | | | 202 | 204 | | | 206 | | | | |
| | | | | Passenger and Freight. | | | Passenger. | Passenger. | | STATIONS. | | Passenger. | Passenger. | | | Passenger and Freight. | | | | |
| | | | | Daily. Ex. Sun. | | | Sunday Only. | Daily, | | | | Daily. | Sunday Only. | | | Daily. Ex. Sun. | | | | |
| | | | | ........ | | | ........ | A M LV<br>8.30 | 0.0 | **SAN FRANCISCO** | 131.0 | P M AR<br>4.15 | ........ | | | ........ | | | | |
| | | | | A M LV<br>7.00 | | | A M LV<br>8.15 | ........ | 106.8 | **WOODBRIDGE** W.<br>2.6 | 29.4 | ........ | P M AR<br>s 5.05 | | | P M AR<br>s 6.00 | | | | |
| | | | | s 7.30 | | | s 8.37 | P M LV<br>1.40 | 104.2 | d. Lodi<br>2.9 | 26.8 | A M AR<br>s 11.30 | s 4.45 | | | s 5.20 | | | | |
| | | | | f 7.40 | | | f 8.46 | f 1.49 | 107.1 | Gillespie<br>4.4 | 23.9 | f 11.20 | f 4.36 | | | f 5.05 | | | | |
| | | | | s 8.10 | | | s 8.58 | s 2.00 | 111.5 | d. Lockeford W.<br>3.9 | 19.5 | s 11.09 | s 4.26 | | | s 4.53 | | | | |
| | | | | s 8.35 | | | s 9.08 | s 2.11 | 115.4 | d. Clements.<br>6.2 | 15.6 | s 10.58 | s 4.15 | | | s 4.29 | | | | |
| | | | | s 9.00 | | | s 9.26 | s 2.30 | 121.6 | d. Wallace<br>5.6 | 9.4 | s 10.41 | s 3.58 | | | s 4.05 | | | | |
| | | | | s 9.25 | | | s 9.43 | s 2.49 | 127.2 | Helisma<br>3.8 | 3.8 | s 10.25 | s 3.40 | | | s 3.45 | | | | |
| | | | | s 9.50<br>A M AR | | | s 9.55<br>A M AR | s 3.10<br>P M AR | 131.0 | d. **VALLEY SPRING** W | 0.0 | 10.05<br>A M LV | 3.20<br>P M LV | | | 3.25<br>P M LV | | | | |
| | | | | Daily. Ex. Sun. | | | Sunday Only. | Daily, | | | | Daily. | Sunday Only. | | | Daily. Ex. Sun. | | | | |

Train No. 201 has right of track over train No. 204.

Trains Nos. 203 and 205 have right of track over train No. 202.

# WESTERN DIVISION: Oakland Creek Ferry—San Francisco and Oakland.

| FROM SAN FRANCISCO. | | | | | | | | | | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 32, Nov. 19, 1896. | DISTANCE FROM OAKLAND. | TOWARD SAN FRANCISCO. | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Daily, Ex. Sun. | Sunday Only. | Daily, Ex. Sun. | Sunday Only. | Daily, Ex. Sun. | Sunday Only. | Daily. | Daily. | Daily, Ex. Sun. | | STATIONS. | | Daily, Ex. Sun. | Sunday Only. | Daily. Ex. Sun. | Daily. | Sunday Only. | Daily. Ex. Sun. | Sunday Only. | Daily. Ex. Sun. | Sunday Only. | Daily. Ex Sun. |
| ....... | P M LV<br>6.00 | P M LV<br>5.00 | P M LV<br>4.00 | P M LV<br>3.00 | P M LV<br>2.00 | P M LV<br>1.00 | A M LV<br>11.00 | A M LV<br>9.00 | A M LV<br>7.15 | 0.0 | **SAN FRANCISCO** | 6.4 | A M AR<br>6.40 | A M AR<br>8.40 | A M AR<br>8.45 | A M AR<br>10.40 | P M AR<br>12.40 | P M AR<br>1.40 | P M AR<br>2.40 | P M AR<br>3.40 | P M AR<br>4.40 | P M AR<br>5.40 |
| ....... | 6.40<br>P M AR | 5.40<br>P M AR | 4.40<br>P M AR | 3.40<br>P M AR | 2.40<br>P M AR | 1.40<br>P M AR | 11.40<br>A M AR | 9.40<br>A M AR | 7.55<br>A M AR | 6.4 | **OAKLAND** | 0.0 | 6.00<br>A M LV | 8.00<br>A M LV | 8.05<br>A M LV | 10.00<br>A M LV | 12.00<br>Noon LV | 1.00<br>P M LV | 2.00<br>P M LV | 3.00<br>P M LV | 4.00<br>P M LV | 5.00<br>P M LV |
| | Daily. Ex. Sun. | Sunday Only. | Daily. Ex. Sun. | Sunday Only. | Daily. Ex. Sun. | Sunday Only. | Daily. | Daily. | Daily. Ex. Sun. | | | | Daily. Ex. Sun. | Sunday Only. | Daily. Ex. Sun. | Daily. | Sunday Only. | Daily. Ex. Sun. | Sunday Only. | Daily. Ex. Sun. | Sunday Only. | Daily. Ex. Sun. |

# SPECIAL RULES.

## OAKLAND PIER.

The following rules will govern the use of the old Western Division trestle between the Pier and roundhouse:

All engines or trains bound *toward* San Francisco will have the right of track from the even hour until fifteen minutes past, and from the half-hour until forty-five minutes past, or the *first* and *third* quarters of the hour.

All engines or trains bound *from* San Francisco will have the right of track from fifteen minutes past the hour until thirty minutes past, and from forty-five minutes past the hour until the even hour, or the *second* and *fourth* quarters of the hour.

During fog, or when the whole length of the trestle cannot be seen, *day* or *night*, this must be carefully observed; but in clear weather, when all can be easily seen, engines may pass up and down, looking out for themselves. At night a *white* light *must be shown* on the end of the car, engine or tender which is *in advance*.

This will not include trains 85 and 86, which will go as nearly on time as possible, regardless of other trains or engines.

*Not less than three minutes must be used between the shop switch and the roundhouse.*

## SAN FRANCISCO AND PORT COSTA.

The limits of Oakland Yard will extend from Alice Street Crossing, on Niles Line, through West Oakland Yard to Oakland Wharf and to 16th Street Station on Port Costa Line.

All trainmen and enginemen running into Oakland must familiarize themselves with the tracks and the signals governing the tracks upon which they run, and act accordingly.

Trainmen must not depend upon the Block System to protect their trains, but wherever necessary must see that the train is protected by flag, as per Rule 99.

Approaching any switches within the limits of Oakland Yard, trains of this line will, when necessary, give one long blast of the whistle, thus, ━━━, as a signal to the switchman.

Trains or engines going to West Oakland, through the freight track in Cedar Street, will be careful not to delay or block local or main line passenger trains; and when approaching 16th Street station, if ready to go through without stopping, will give four short blasts of the whistle, thus, ▬ ▬ ▬ ▬.

The freight track in Cedar Street, between West Oakland and 16th Street stations, is controlled by signals from Towers 2 and 4 of the Block System. Trains for West Oakland, arriving at 16th Street, may leave that station regardless of their schedule time, or of opposing trains, provided they get proper signals giving them a clear track; and trains may leave West Oakland regardless of arrival of opposing trains, provided they get proper signal giving them a clear track. When the signals will not work and hand signals are necessarily given, trains must be run in accordance with time and rights of Time Table.

West-bound main-line trains coming into 16th Street must not pass the Berkeley local train when west of the east switch of the passing track, nor must enter the station at 16th Street while the Berkeley train is there.

Between West Berkeley and Oakland Pier, if a local train is about to come to a stop or has done so at *any* station, the speed of main-line trains must be reduced in passing such station, so that there will be no danger of hurting any passenger from the local train; come to a full stop if necessary.

Trains must not run faster than 10 miles per hour in crossing University Avenue and Delaware Street, at West Berkeley station.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed between the Northern Switch and the west end of the fill near Dalton's Foundry, on Cedar Street; also when running through Cedar Street, between Dalton's Foundry and Atlantic Street.

Between 16th Street, Oakland, and Port Costa, trains will run on right-hand track. The switches at 16th Street will be controlled by towermen, and trains and engines will be governed by their signals.

At Port Costa the double-track switch will stand for the right-hand track, and east-bound trains will open and close it. The target and switch light will show white for right-hand track going onto double track, and red when going off of the double track onto the single track.

The limits of Port Costa Yard will extend from the sign board near Eckleys to the sign board east of Nevada Dock. Within these limits *all* trains must run with great care, expecting to find main track occupied. Passenger trains *must* reduce speed going around obscure curves. *Regular trains*, when *twenty* minutes or more *late*, and *all irregular trains and engines*, will *lookout for themselves* against yard engines, which will be allowed to use the track. Regular trains will lose time if necessary to carry out this rule. All trains and engines will be governed by the flags shown from flag houses in this yard. Switches on long siding, which extends from Vallejo Junction to the boat tracks at Port Costa, must always be left closed on the siding, as this track is for special use of yard engines.

## PORT COSTA AND SACRAMENTO.

The limits of Benicia Yard will extend to and include Mail Dock Switch.

West-bound trains will take the siding at Benicia when they arrive there to meet a train of the same class that will come off the boat.

The limits of Sacramento Yard will extend to and include Washington Spur. Within the limits of the Yard all trains must be handled with care and kept under control, and the bell must be rung constantly.

Under no circumstances must the speed of any train exceed four miles per hour over Sacramento River Bridge. This applies to the whole length of the train.

## TRACY AND MENDOTA.

The junction switches at Tracy, after being used, must be set for the main track, Port Costa and Mendota Lines.

## LATHROP AND FRESNO.

The speed of passenger and freight trains must not exceed fifteen and eight miles per hour respectively while crossing the bridges over the Stanislaus, Tuolumne, Merced and San Joaquin rivers.

The junction switches at Lathrop, after being used, must be set for the main track Tracy and Sacramento line.

By ordinance, the rate of speed of engines or trains is limited to six (6) miles per hour while running within the city limits of Fresno.

## PORT COSTA, SAN RAMON AND TRACY.

The junction switches at Tracy, after being used, must be set for the main track, Port Costa and Mendota Lines.

At Port Costa the double-track switch will stand for the right-hand track, and east-bound trains will open and close it. The target and switch light will show white for right-hand track going onto double track, and red when going off of the double track onto the single track.

The limits of Port Costa Yard will extend from the sign board near Eckleys to the sign board east of Nevada Dock. Within these limits *all* trains must run with great care, expecting to find main track occupied. Passenger trains *must* reduce speed going around obscure curves. *Regular trains*, when *twenty* minutes or more *late*, and *all irregular trains and engines*, will *look out for themselves* against yard engines, which will be allowed to use the track. Regular trains will lose time if necessary to carry out this rule. All trains and engines will be governed by the flags shown from flag houses in this yard. Switches on long siding, which extends from Vallejo Junction to the boat tracks at Port Costa, must always be left closed on the siding, as this track is for special use of yard engines.

## SAN FRANCISCO, SAN JOSE AND TRACY.

The limits of Oakland Yard will extend from Alice Street Crossing, on Niles Line, through West Oakland Yard to Oakland Wharf and to 16th St. Station on Port Costa Line.

All trainmen and enginemen running into Oakland must familiarize themselves with the tracks and the signals governing the tracks upon which they run, and act accordingly.

Trainmen must not depend upon the Block System to protect their trains, but wherever necessary must see that the train is protected by flag as per Rule 99.

Approaching any switches within the limits of Oakland Yard, trains of this line will, when necessary, give two long blasts of the whistle, thus, ——— ———, as a signal to the switchman.

All trains or engines will approach the local crossing switches at Fruitvale with great care, and know the way is clear before passing over. They will be held responsible if they strike anything on the crossing.

Between Oakland Pier and Fruitvale stations, if a local train is about to come to a stop or has done so at *any* station, the speed of main-line trains must be reduced in passing such station, so that there will be no danger of hurting any passenger from the local train; come to a full stop if necessary.

Passenger trains must use not less than the shortest time shown on card for any passenger train running from Sunol to Niles or from Altamont to Midway, and freight trains between Tracy and Niles must not exceed a speed of any one mile in three and one-third minutes.

The junction switches at Tracy, after being used, must be set for the main track, Port Costa and Mendota Lines.

All trains or engines must reduce rate of speed to six (6) miles per hour while running within the city limits of San Jose.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed when crossing Peralta street, when running between Market and Alice streets on First Street, and in going over the crossing at the water tank at East Oakland; also when crossing Park Avenue at Twenty-third Avenue local station, the speed must be reduced to eight (8) miles an hour.

By ordinance, trains are prohibited from meeting between a point 100 feet west of the westerly line of Washington Street and 100 feet east of the easterly line of Broadway Street, Oakland. If, on account of fog, it should be found that two trains have entered these limits, or if, on account of accident, it should be necessary to get one train by another within these limits, the higher-classed train, or the west-bound train of the same class, shall have the preference, and the other must be brought to a stand until its engine has been passed by the rear end of the opposing train.

## TRACY, IONE AND SACRAMENTO.

*Between the slow boards* designating the limits of the city of Stockton, the speed of trains must not exceed eight (8) miles per hour; and irregular trains and engines and trains behind time will keep sharp lookout, and run with care, expecting to find main track occupied.

While running between a slow board at 22d Street, and the depot, or other points in Sacramento Yard, trains must be handled with care and kept under control, and the bell must be rung constantly. Sacramento yard limits extend to and include switch at Homestead station.

The junction switches at Tracy, after being used, must be set for the main track, Port Costa and Mendota Lines.

The junction switches at Lathrop, after being used, must be set for the main track Tracy and Sacramento line.

## SOUTH VALLEJO, SUISUN AND CALISTOGA.

South Vallejo Yard will extend to signboard placed a short distance east of North Vallejo Station.

The junction switches at Napa Junction, after being used, must be set for the main track, Napa Branch.

By ordinance, it has been made unlawful for an engine, whether alone or attached to a car or cars, to run, be drawn or propelled on any track within the corporate limits of the city of Napa at a rate of speed greater than six (6) miles per hour, or to move an engine at any speed within the corporate limits of the city unless the bell on said engine be kept ringing the whole time said engine is in motion. You will therefore be governed accordingly.

## NAPA JUNCTION AND SANTA ROSA.

The junction switches at Napa Junction, after being used, must be set for the main track, Napa Branch.

## ELMIRA AND RUMSEY.

All trains and engines on Clear Lake Branch running from San Francisco must come to a full stop at the stop board between Wolfskill and Winters, and cross Putah Creek Bridge at a speed n exceeding six (6) miles per hour. This bridge is also used for a public highway.

Trains must not exceed ten (10) miles per hour while running in the main street in Capay.

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In addition to junctions and terminals, 16th Street and First Street (Oakland), Fruitvale, Haywards, Livermore and Benicia will be registering stations.

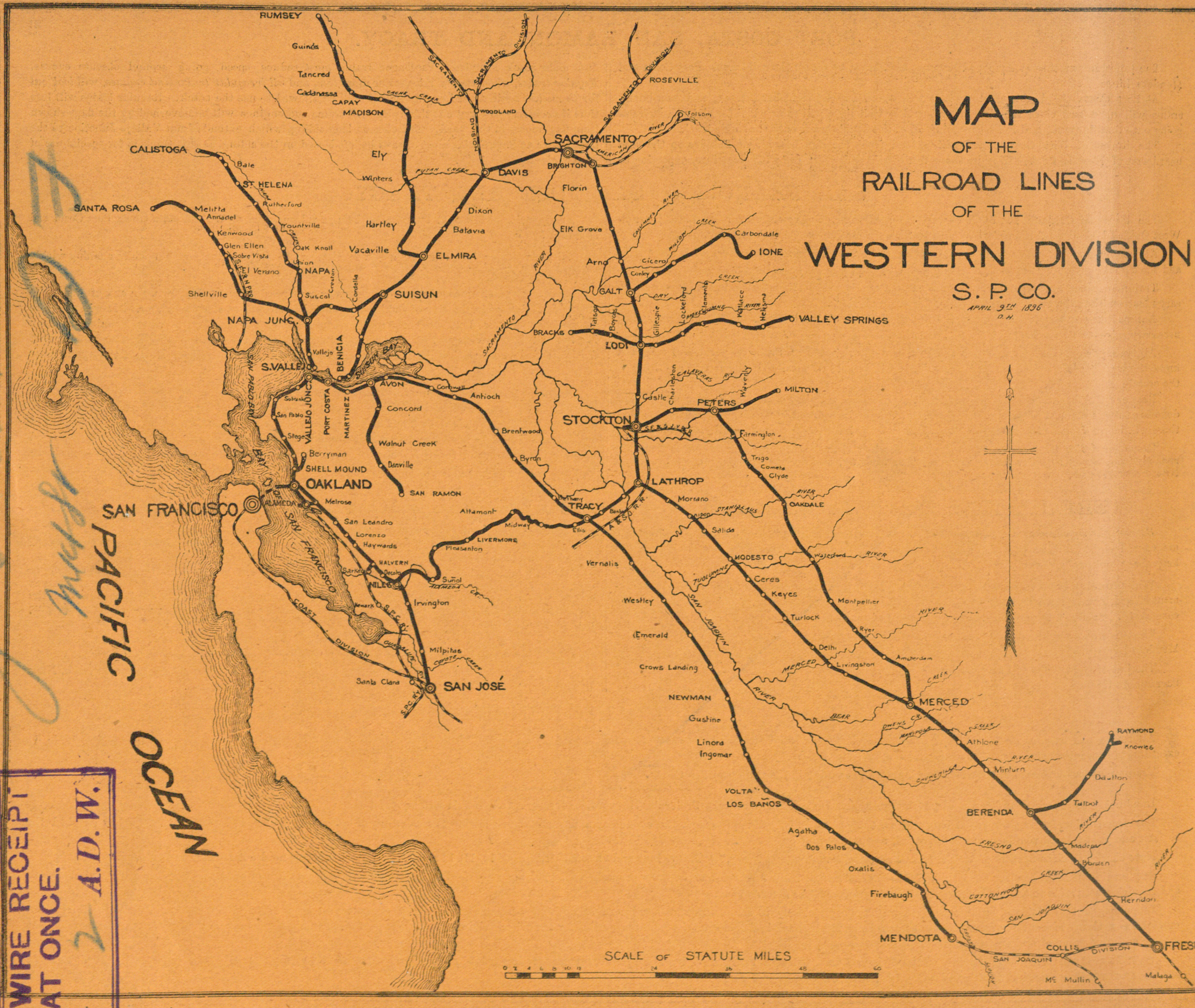
Engineers, before leaving any registering station, except terminals, will require from the conductor a memorandum showing the numbers of all *ruling* trains, and stating that he has checked the register and that they have all arrived or departed, as the case may be.

Note change in classification of trains "San Francisco, San Jose and Tracy," "Tracy, Ione and Sacramento," pages 10, 11, 12 and 13. First-class trains need not register at Fruitvale.

Station signals must be clear except when there are orders in hand for which signals are properly to be set at danger. The practice which has obtained of operators keeping the signal at danger and requiring all trains to ask for a clearance, is wrong and must be discontinued.

In pulling out of stations, brakemen must watch wheels closely to see that brakes are fully released, and will immediately signal engineers to stop if wheels are found sliding. Enginemen must keep a sharp lookout for such signals, as per Rule 278. Each brakeman will be held responsible for any wheels slid flat under the part of the train in his charge. Conductors in reporting flat wheels will give name of brakeman in charge.

**☞ See Rule 524.—At terminal and junction stations trainmen and enginemen must invariably look at the station signal at the moment they are to leave the station, and if red is displayed must be governed accordingly.**


RUMSEY
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MADISON
Ely
Winters
Hartley
Vacaville
ELMIRA
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Dixon
Batavia
WOODLAND
SACRAMENTO
BRIGHTON
ROSEVILLE
Folsom
Florin
Elk Grove
Arno
GALT
Cicero
Conley
Carbondale
IONE
VALLEY SPRINGS
BRACKS
LODI
Lockeford
Clements
Wallace
STOCKTON
Castle
PETERS
MILTON
Farmington
LATHROP
TRACY
Bethany
Banta
Ellis
Vernalis
Westley
Emerald
Crows Landing
NEWMAN
Gustine
Linora
Ingomar
VOLTA
LOS BAÑOS
Agatha
Dos Palos
Oxalis
Firebaugh
MENDOTA
SAN JOAQUIN
COLLIS
Mc Mullin
Malaga
FRESNO
Herndon
Borden
Madera
BERENDA
Talbot
Daulton
Knowles
RAYMOND
Minturn
Athlone
MERCED
Amsterdam
Ryer
Montpellier
Livingston
Delhi
Turlock
Keyes
Ceres
MODESTO
Salida
Ripon
Morrano
OAKDALE
Clyde
Cometa
Trigo
CALISTOGA
Bale
ST HELENA
Rutherford
Yountville
Oak Knoll
Union
NAPA
Suscol
SANTA ROSA
Melitta
Annadel
Kenwood
Glen Ellen
Sobre Vista
El Verano
Shellville
NAPA JUNC.
SUISUN
Cordelia
Vallejo
S. VALLEJO
BENICIA
VALLEJO JUNC.
PORT COSTA
MARTINEZ
AVON
Cornwall
Antioch
Brentwood
Byron
Concord
Walnut Creek
Danville
SAN RAMON
Sobrante
San Pablo
Stege
Berryman
SHELL MOUND
OAKLAND
SAN FRANCISCO
ALAMEDA
Melrose
San Leandro
Lorenzo
Haywards
Altamont
Midway
LIVERMORE
Pleasanton
HALVERN
Decoto
NILES
Sunol
Irvington
Newark
Milpitas
Santa Clara
SAN JOSÉ
SUISUN BAY
SAN PABLO BAY
BAY
SAN FRANCISCO
PACIFIC
OCEAN
SACRAMENTO DIVISION
CACHE CREEK
PUTAH CREEK
AMERICAN RIVER
SACRAMENTO RIVER
COSUMNES RIVER
DRY CREEK
MOKELUMNE RIVER
CALAVERAS RIV.
SAN JOAQUIN RIVER
STANISLAUS RIVER
TUOLUMNE RIVER
MERCED RIVER
BEAR CREEK
OWENS CR.
MARIPOSA CREEK
CHOWCHILLA RIVER
FRESNO RIVER
COTTONWOOD CREEK
ALAMEDA CR.
COYOTE CREEK
COAST DIVISION
S.P.C.R.R.
S.P.C.RY.
A.&S.R.R.
S.E.&S.J.V.R.R.
GUADALUPE
SCALE OF STATUTE MILES
0 2 4 6 8 10 12 24 36 48 60

# MAP
OF THE
RAILROAD LINES
OF THE
# WESTERN DIVISION
S. P. CO.

April 9th 1896
D. H.

WIRE RECEIPT
AT ONCE.
2 A.D.W.

[illegible]
Map